

Mr. REID: What are the names of the companies receiving subsidies on the Pacific coast?

Mr. STEVENS: The China service?

Mr. REID: All of them. I would like to know particularly what the Canadian National and the Canadian Pacific get for the coast-wise service there.

Mr. STEVENS: There are a number of them, as follows:

The China Service: British Canadian Steamships, Limited.

South African Service: Java Pacific Line.

Mail Service to China and Japan: Canadian Pacific Railway Company.

Service to New Zealand and Australia: Canadian Australasian Line.

Service to Prince Rupert and Queen Charlotte Islands: Canadian National Steamship Service.

Service to Victoria and the West Indies: Canadian Transport Company, Limited.

Service to Vancouver and northern British Columbia ports: Union Steamships, Limited.

Victoria, Vancouver and Skagway Service: Canadian Pacific Railway Company.

West Coast, Vancouver Island Service: Canadian Pacific Railway Company.

Mr. REID: The minister will perhaps remember that last year I discussed with him the question of the government taking steps to endeavour to have the companies use quite a proportion of white labour. Have any efforts been made along those lines? I think the minister said that negotiations would proceed after the house rose.

Mr. STEVENS: I do not know that I can add much to what was said last year. As regards the service between the coast of British Columbia and the orient, the main service is, of course, the very fine Trans-Pacific mail service by the Canadian Pacific Steamships, and the company states very frankly, handicapped as they are in competition with two large Japanese lines and a long list, which I have among my notes somewhere, of United States lines, all of which are subsidized two or three times as heavily as are the Canadian companies, it would be impossible for the Canadian Pacific to compete with these other services and pay the high rates of wages that would be paid to an entirely white crew. That is one reason. It must be remembered, of course, that these matters are not under our control except in so far as we contribute something for the mail carriage in that class of ship. Second, these ships run to Hongkong as the terminal point in the orient which is a British Chinese area, and the Chinese residents of Hongkong, who claim to be British subjects, claim the right of service on these

[Mr. Stevens.]

ships just as well as anyone else, and I do not know that they can be denied. The third reason is that these ships travel a substantial portion of the distance in tropical or semi-tropical waters. All these reasons lend themselves to the use in part of oriental crews. I am well aware of the views entertained by residents of British Columbia that they should have the exclusive right of employment on these ships, but I think a survey of the situation must convince any reasonable person that to adopt that rule would simply mean the elimination of that service from the Pacific ocean.

I do not know that I can add anything to these observations. I fully appreciate and sympathize with the laudable desire of residents, in Vancouver and Victoria chiefly, to be given this employment; but there is reason in all things, and I fear one could not with reason sustain the demand that only white crews should be carried.

Mr. RALSTON: Will the minister tell me if any services are omitted this year that were carried on last year?

Mr. STEVENS: That between the mainland, Miscou and Shippigan.

Mr. ERNST: That was discontinued two years ago, not this year.

Mr. RALSTON: Have I an answer from the minister?

Mr. STEVENS: That is the answer—the service between the mainland and Shippigan.

Mr. DUFF: It is usual when a member asks questions for the minister to answer. In my case either silence gave consent or the minister has nothing to say. I would like to get back for the moment to the Prime Minister's idea of the sanctity of contracts. I notice he is not in his seat; perhaps he has gone to look up the constitutional law on the subject. I would like to ask the Minister of Trade and Commerce, in view of the fact that the government and the people of Canada have a contract with the steamship company that has been plying between Pictou and Charlottetown at \$40,000 a year, what position the people of this country are in if that steamship company should take action against the government? Would we employ Peter White, or Newton Wesley Rowell, at a large expense, \$100 or \$200 a day, to defend the government, or what is the real position? I would like the minister to tell the committee whether the government can violate a solemn contract by