

the general set-up of the Officers and Engineers in so far as Canadians are concerned, but that this Company be requested to employ a greater number of Canadian citizens, particularly as applying to positions in connection with the Steward's and Firemen's Departments, and your Committee recommends that at least 50 per cent of those employed in these two departments be Canadian citizens, domiciled in Canada.

Re: Ships on the Pacific Coast

Evidence presented to your Committee, inquiring into the alleged undue employment of Oriental and non-Canadian labour on board ships subsidized by the Government of Canada reveals the following conditions:

On the Canadian West Coast, shipping roughly divides itself into three types:—

1. Coast-wise.
2. Shipping to the Antipodes.
3. Trade with the Orient.

1. As regards coast-wise shipping, the work is done by Canadians mainly, and there is no issue.
2. Shipping to Australia and the Antipodes is carried on by the Canadian/Australian Line. This Company, which receives an annual subsidy of \$300,000 from the Canadian Government, employs but eight Canadians in the crews of 510 men.
3. Oriental Shipping: the third type is chiefly carried on by the Empress boats of the Canadian Pacific Railway trans-Pacific service. These ships receive a substantial subsidy from the Government. The total number of men employed to man them is 2,033, of whom 265 are white British, engaged as officers and engineers. The remaining 1,768 are Chinese, comprising 277 deck-hands, 558 in the engine-room, and 933 victuallers. It is claimed by the Company that, as much of their passenger trade, namely 67 per cent, through and local, is Oriental, this type of labour is not only cheaper, but infinitely more satisfactory than white labour, since the latter could not be gotten to cater to Oriental passengers on the one hand, or mix with Oriental labour on the other. It is moreover claimed by the Company that the service is now supplied at a serious yearly loss, and that the extra cost involved in the substitution of Canadians for Orientals would make the service practically impossible of operation.

Your Committee Therefore Recommends:

1. That, in view of the substantial subsidy granted yearly to the Canadian-Australian Line by Canada, the small number of Canadians employed in its service be brought to the attention of the Company, and that they be requested to afford Canadian seamen a reasonable degree of employment at the earliest possible convenience.
2. That, as up to the year 1913 the decks of the Empress boats were manned by white seamen, and inasmuch as the deck service is an important and responsible branch of the work in these boats, the Canadian Pacific Railway Company be requested to replace the Orientals now so employed by Canadian seamen, and that this change be made at the Company's earliest opportunity.

A copy of the Minutes of Proceedings and Evidence on which this Report is based is tabled herewith.

All of which is respectfully submitted.