

Supply—Mail Subsidies

Mr. HEENAN: These are railway figures only. It might be interesting, since railway operations are a fairly good barometer indicating the trade of the country, to give the results of the operation of Canadian railways for the two years. In 1929 the railways moved 115,187,028 tons of freight, while in 1931 they moved 73,830,000 tons, a decrease of 41,357,028 tons. The number of passengers moved in 1929 was 39,070,893, while in 1931 the number was 26,400,000, a decrease of 12,670,893. Here is a point I want the government, and especially the Minister of Railways, to realize: while the railway men had to take a ten per cent reduction in wages this year, the wages paid railway men in 1931 were, \$62,492,500 less than 1929.

I do not know whether or not I am quoting the same figures referred to by the hon. member for Winnipeg North Centre—I think he dealt with unemployment; my figures are with respect to the number employed. I have the report of the government with regard to the month of March from 1926 to 1932, covering the 7,700 firms regularly reporting to the government. The index figures as of March 1, 1926, stood at 92.6, and the figures for the following years are as follows:

1927..	97.5
1928..	102.6
1929..	111.4
1930..	110.2
1931..	100.2
1932..	88.7

On a report of this kind it would be hard to figure that more persons are employed now than last year.

Mr. SPOTTON: I wonder if the hon. gentleman could give us the figure for 1492.

Mr. HEENAN: I would if the hon. member could understand it.

Mr. MITCHELL: I would like to ask the reason for the reduction of \$43,000 in the appropriation for the annuities branch.

Mr. GORDON: If the hon. member would look at the supplementary estimates he would see that there is really very little reduction. I had, and still have, under review a possible reorganization of the annuities branch, but I found it impossible to carry out that reorganization during the current year.

TRADE AND COMMERCE

Mail subsidies and steamship subventions—additional amount required to provide, as authorized by the governor in council, for postal subsidies and to meet obligations under existing contracts, \$82,497.50.

Mr. REID: There is a matter connected with this item to which I should like to [Mr. Manion.]

direct the attention of the government, a matter about which I have felt very keenly for years. Perhaps I should have discussed this question when the estimates of the Minister of Trade and Commerce were under consideration, but I think it might come up here very well. In view of the fact that this government pays large subsidies to steamship companies for the carrying of mail, I think it is about time we took note of the crews employed on those ships. It is true that ships come to this country from foreign nations, and probably it would be too much to expect that Canada should interfere with them, but when we pay huge sums to Canadian companies I think we should see whom they employ. In this connection I should like to read an article which will explain the situation:

White Seamen Idle, Jobs Go To Orientals
Alleged Discrimination in B.C. Shipping
Draws Protest; 2,573 Foreigners

Aroused by widespread unemployment among white seamen while Canadian ships plying from this Canadian port have hundreds of Chinese on their payrolls, the Canadian Association of Seamen has begun a new campaign to eliminate or at least reduce the number of the orientals. C. P. O'Donovan, secretary of the association, estimates that ocean lines, coastwise companies and tug-boat concerns operating from Vancouver employ 2,573 orientals.

And 2,000 white seafaring men, he declares, spent last winter trudging the streets of Vancouver looking for jobs.

Public bodies in Vancouver and leading members of parliament at Ottawa are being asked by the association for support.

The question has been taken up with the deputy Minister of Labour at Ottawa.

This week, Mr. Donovan said to-day, the association is appealing to Premier Bennett.

Some of the workless men were absorbed by ships recommissioned for spring service, according to Mr. O'Donovan, but the gravity of the situation as a whole he said is still shown by the records of his own association, which out of a total membership of 612 has had 410 men out of work for eight months—67 per cent unemployed, many of them married, 52 of them naval reserve men.

Despairing of getting work here, he said, 65 seamen left Vancouver this week, beating their way by freight train to the east, hoping for jobs on lake or river boats there.

These men had an average of five years' service as seamen in British Columbia.

An analysis of crew lists made by the association attributes approximately 1,995 oriental employees to one large ocean steamship line.

I am informed that this company is the Canadian Pacific steamship lines.

Another deep-sea company is credited with approximately 300 orientals of all ratings with the exception of white officers.

Altogether the analysis shows 2,573 orientals on vessels registered here and operating here, distributed as follows:

Ocean vessels..	2,295
Coastwise ships..	286
Tugs..	82