

mittee on Industrial and International Relations, together with an analysis of wages paid to West Indians, which I return herewith.

This matter had not previously come to my attention but upon inquiries I find that following receipt of a telephone call from Mr. Walter Hill, Clerk of the Committee on Industrial and International Relations, Ottawa, the General Manager of the Canadian National Steamships furnished a list of the crews carried on our vessels and stated that all were *British subjects* with one exception, and that no Orientals were employed. It is possible that this is the submission to which you refer.

Ever since the inauguration of our West Indies service it has been the policy of the Canadian National Steamships to employ a certain number of West Indians on our ships, a practice which was also followed by Royal Mail Steam Packet Company, who previously held the contract to operate this service. It must be borne in mind that the various Governments in the British West Indies, Bermuda, British Guiana and British Honduras, contribute substantial amounts by way of subsidy to this service and they have always contended that a certain number of citizens of these contributing Countries, who, of course, are British subjects, should be employed on the subsidized vessels.

So far as the Nova Scotia Seamen's Union is concerned it is reported that but few of their members are *experienced* seamen and considerable trouble has been encountered in the past with *inexperienced* help. In 1930, with a desire to assist the unemployment situation, white crews were employed on some of these vessels in place of West Indians but the experiment was not a successful one. The new crews were generally unsuitable because of inexperience for such a service and after completing a round trip many of them found conditions ashore more congenial than a life at sea in tropical waters and left the service.

It will be appreciated that if our West Indies service is to be operated efficiently, economically and in such a way as to give satisfaction to those who patronize our ships, the management must be free to man the vessels with British subjects who by *experience* and *adaptability* are considered suitable for the work. In pursuing this policy there is, of course, no reason why members of the Nova Scotia Seamen's Union should not be considered for such work as may be available. Indeed some members of this organization are already employed in the Engine and Stewards Department of the freight steamer "*Cornwallis*."

Yours faithfully,

C. P. FULLERTON,

Chairman.

V. I. SMART, Esq.,
Deputy Minister of Railways & Canals,
Ottawa, Ontario.

DEPUTY MINISTER OF RAILWAYS AND CANALS

OTTAWA, CANADA

May 11, 1936.

DEAR MR. MCINTOSH,—I understand that a submission has been made to your committee this morning by the Nova Scotia Seamen's Union in connection with the employment of alien West Indians on the ships of the Canadian National Steamships Limited, and the claim that on account of the Government of Canada paying the deficit on these ships, which is equivalent to a subsidy, the coloured help should be taken from coloured men born in Canada, and members of this Union.

I would like to call your attention to the fact that, in addition to the contribution granted by the Dominion Government, the West Indian Governments also subsidize these ships to the extent of £45,500 per annum, and that we have