

APPENDIX No. 2

Clerk of the Committee on
Industrial and International Relations,
Ottawa.

RE: EMPLOYMENT OF CANADIANS ON SUBSIDIZED SHIPS

DEAR SIR,—May we be permitted to make, in writing, some comment upon evidence submitted to the committee, in further reference to the matters dealt with in our submission presented by Mr. F. H. Clendenning on March 13.

Part 2 of our submission (pages 14 and 15 of Minutes and Proceedings of your committee) dealt with the employment of Canadian citizens as part of the crew of vessels receiving subsidy from the Canadian Government. The evidence of Mr. F. E. Bawden (page 101 of minutes) is a very clear statement in amplification of the position taken by us and we commend it to the attention of the committee.

For convenience we repeat as follows the statement referred to:—

In the case of chartered ships it does not appear to be practicable to arrange for the employment of Canadian crews. The contractors for these services, when chartering, have to accept the vessels with the crews which they have on board at the time they begin their charters, and it would appear to be difficult, if not impossible, to charter vessels with the provision that when the vessels arrive in Canadian ports to take up their charters, the crews on board them should be sent ashore and replaced by Canadian citizens. There would probably be some difficulty with the immigration laws, and furthermore, as most of these ships make only a one-way voyage under their charter, there would apparently be no way of bringing the Canadian crews back to Canada.

Charters of British ships are usually made by cabling an inquiry to a broker in London, who submits by cable such offers as he may receive. The contractors select a vessel whose size, price, position and speed may be satisfactory and cable acceptance. The charter is then signed on behalf of the charterers, and the ship, which may be in almost any part of the world at the time, is instructed by cable to proceed to Canada and load for the voyage for which she is chartered. After the voyage has been completed and her charter has expired, she is on the charter market again for further employment in any part of the world.

Mr. MacNICOL: If I might interject at this point, I might say that the statement just made by Mr. Bawden seems to me to be a very important one.

WITNESS: I have just outlined the way in which the charters work. A man in Vancouver will have to cable to London. His broker will go down to the Baltic Exchange and ask for an offer. He will get two or three ships offered at different prices, or different sizes and in different positions. That information will be cabled to Vancouver and the charterer will select the one that suits him best. He will cable back to London and the broker will be authorized to sign a charter and pay over the money. The ship will be instructed by cable to go to Vancouver and start operations.