

*By the Chairman:*

Q. Was he actually a British subject?—A. Well—

Mr. NEILL: He said he was.

WITNESS: He said he was, because it was a case of convenience for him. It is a case of convenience for all of them.

Mr. REID: It might interest the committee to know that when ships are going through pirate-infested waters, all of the Chinamen on board the ships are kept down behind bars, in case the pirates take exception to the Chinese on board these ships. If they were British subjects and accepted British subjects, the steamship company would not be afraid of their men on board the ship. It is a significant fact that they are still Chinese.

Mr. HOWDEN: I do not quite get the idea; do they restrain these people in case they might mutiny?

Mr. REID: In case they mutiny or something on the ship, they are isolated behind prison bars while going through pirate-infested waters.

The CHAIRMAN: The witness says he can explain that.

WITNESS: When the Empress boats are going through pirate waters, they have to be very careful. The ships are so constructed that the alleyway of the ship—you know what the alleyway of a ship is, the stokehole and all that sort of thing—is along that way, and there are long bars, big gates like they used to have in the old prison ships years and years ago. As soon as they are in pirate waters all these bars are put along and they are clamped and there are armed men on each side. Everyone carries a revolver, with the exception of the linen keeper. I understand he is not armed. But all the rest are armed. There are your British subjects, and they cannot get out of that trap. They do not trust these Chinamen at all. They are kept down there below decks, bolted and barred in and they cannot get out. There is an armed guard on either side. Moreover, when they are in Vancouver, if they are British subjects, why do they not allow them ashore? They cannot go ashore off these ships. They are not allowed to go down the gangway unless it is under guard to do something in connection with the ship.

*By Mr. Neill:*

Q. They have to pay a penalty if one of them escapes?—A. Yes, there is a fine on the ship if one of them escapes. If they are British subjects, it is pretty hard on British subjects that they put them under armed guard like that.

Q. Then some one mentioned that Chinamen were preferable because they stayed with the job or with the ship. How about in case of a wreck or fire on board, what would they do then?—A. Well, according to the remarks I have heard and from the experience I have had, it would be a very sad day for any ship if there is a wreck. I might say this, that the Chinamen—

*By Mr. Martin:*

Q. Has it ever happened? Have you ever seen it?—A. What?

Q. I mean, fire on a ship?—A. I could tell you that I stood by the *Egypt* when the *Egypt* went down in 1910 or 1911, with the *Lascars* alone. I have been in Bombay. I have seen the way they acted in Aden.

Q. Who, the Chinese?—A. Yes, the Chinese.

*By Mr. MacInnis:*

Q. Coming back to the number of white and the number of orientals, how many of these did you mention in the figures you gave?—A. For the four Empress boats?

Q. Was the total 2,048?—A. That is for the four Empress boats, the *Japan*, *Canada*, *Asia* and *Russia*.