

The CHAIRMAN: Since the train for Montreal is away now, the captain can deal as thoroughly as he desires with the remaining part of his evidence.

Mr. NEILL: The train has not gone yet.

WITNESS: At page 76, Mr. O'Donovan says that the British seaman would not go on strike. I regret to say that is not in accordance with fact.

*By Mr. MacInnis:*

Q. Why should you regret it?—A. It does not help me when he goes on strike.

Q. I quite understand that. It is a matter for congratulation, not of regret, I would say.—A. What I am stating is that this statement made by Mr. O'Donovan is not in accordance with fact.

Q. The fact of the matter remains that British seamen have gone on strike?—A. He says British seamen would not go on strike. I merely am just exemplifying that all the statements here are not in accordance with fact. We do know that British seamen go on strike; you yourself said, "It is just as well they do."

Q. There will be more hope for the world when the Chinese will strike too?—A. I do not know so much about that.

Mrs. BLACK: I do not know where we will be, there being 300,000 of them.

WITNESS: There is another point I want to bring out. There was a comparison made in Mr. O'Donovan's evidence of ships between 10,000 and 14,000 tons, and it was said that they were the same class of ships that we handled, and the size of their crews was quoted as statements or examples that our ships are overmanned. Ships between 10,000 and 14,000 tons are not a fair comparison. There are very few first class passenger ships to-day between 10,000 and 14,000 tons. The comparison should be taken as between first class passenger ships of 16,000 to 26,000 tons. It is unfair to bring ships of 10,000 to 14,000 tons as a comparison against the ships that we run. And to say that because they have an average crew of whatever it may be—the figures can be taken out of the evidence—and compare it with ours is not fair.

*By Mr. MacInnis:*

Q. Could you give us a comparison between the crews of one of your ships on the Atlantic?—A. Well, that could be easily done. You could take a Duchess ship and compare it with the Asia and Russia. Take the *Empress of Australia*, and compare it with the *Empress of Canada*. I have not the figures here. But I think you will find that the figures on the Atlantic, comparing them, are about the same as the figures I have given in calculating what a Canadian crew would cost.

*By Mr. MacNicol:*

Q. In other words, they are higher on the Atlantic than on the Pacific?—A. No. You would not find they are comparing European crews; and the Atlantic ships are manned by British crews.

Q. Yes. The observation I just made was that Atlantic crews, being British crews or European crews, cost more than the crews from the Orient?—A. Oh, yes. They cost more.

Q. Of course, the traffic is entirely different. On the Atlantic it is very largely white passengers going back and forth?—A. Almost exclusively.

Q. And on the Pacific the passengers, according to your statement are approximately 60 per cent Oriental?—A. Yes.

Q. And naturally you would have to have some Orientals on your ships?—A. Without a doubt.