

The company's present Chinese crews have grown up with the organization, are thoroughly trained in the service, and take a personal pride in maintaining the high standard of quality and efficiency. Their length of service ranges from 8 to 34 years.

An effort was made some time ago to employ white cooks but the experiment proved a failure. There were not enough experienced ship's galley crews available, and those that were available were lacking in efficiency and entirely unreliable, the ships frequently sailing with short crews. White men who have any qualifications for ship's galley work usually prefer work ashore and seek employment in logging camps, caneries, and other industries when they open up in the spring, which is the time the company must increase its crews to full complement.

Now, that is one of the practical difficulties, and we are not blaming the white man again, but they prefer to work on shore rather than afloat if they can get the work, and they go to the lumber camps. We cannot get qualified white cooks and pantrymen.

It is a fact that many Chinese and Japanese are employed in hotels, restaurants and clubs, and as domestic servants in British Columbia. Why should the Chinese now employed on the ships be restricted in their means of earning a livelihood.

Mr. NEILL: Because Canada is subsidizing the ships.

Mr. FLINTOFT: Yes, Canada is subsidizing some other things too. Of course, if the subsidy was sufficient or anything like sufficient to make up the loss on operation even there might be a stronger argument, but when it is shown here that we are losing money even with the subsidy to-day and this additional expense would amount to anywhere up to \$800,000 odd, we simply could not stand this additional burden and maintain the service without a very largely increased subsidy.

Now, sir, I do not think I need take your time up dealing with the Canadian Australasian line. It is all set out there along with the Minas Basin Service which is a minor affair.

Minas Basin Service.

This is a small bay service, operated by the Dominion Atlantic Railway. Only Canadian citizens are employed in this service.

Canadian Australasian Line.

Services between Vancouver, New Zealand and Australia. This Company is part owner of the Canadian Australasian Line, the Union Company of New Zealand owning the other half of the shares. We operate a monthly service by two boats between Vancouver, Fiji, New Zealand and Australia. Five hundred and ten Britishers are employed, eight of whom are Canadians. There are no Orientals. The Company is competing with the Matson Line, operating from California ports, who are in receipt of a subsidy of \$1,192,080 yearly. Financing of the building of the boats was largely through a Government loan, approximating about two-thirds of the cost of the ships. The Canadian Australasian Line has been losing money on this service, in fact have not been able to cover operating expenses let alone depreciation or interest on invested capital.

I just wish to read from the top of page 14:

The Canadian Pacific railway company for the year ended December 31, 1935, employed on an average 56,023 employees, practically all of whom were Canadians, who received compensation of nearly \$75,000,000. In addition our purchases in Canada for the ten-year period ended 1935 averaged \$53,000,000 a year.

In view of this contribution to Canadian labour, is it fair that because the company in its judgment sees fit to employ about 1,800 Chinese, it should be made the subject of criticism.

[Mr. E. P. Flintoft.]