

## THIRD READING

Right Hon. Mr. MEIGHEN moved the third reading of this Bill.

The motion was agreed to, and the Bill was read the third time, and passed.

## CANADA-FRANCE CONVENTION BILL

## SECOND READING

Right Hon. Mr. MEIGHEN moved the second reading of Bill 108, an Act respecting a certain Convention between Canada and France concerning the Rights of Nationals and Commercial and Shipping Matters.

He said: Honourable senators, this Bill might, I think, have been included in the other, which we have just passed, had it not been that the other contains certain cancellation clauses not applicable to this measure. In short, this Bill is intended to give effect to a convention between Canada and France concerning the rights of nationals and commercial and shipping matters.

Provision is made for the entry of Canadian nationals into France for business and other purposes, and similarly for the entry of French nationals into Canada; for the transport of Canadian goods in France at the same rates as apply to domestic goods, and corresponding rights to French goods in Canada; for the passage through France to another country of Canadian goods under terms as favourable as those generally applicable to similar goods of other countries in transit through France, and, of course, for corresponding rights to French goods in transit through Canada.

Provision is made safeguarding the rights of Canadian nationals in France in respect to litigation, giving them access to the French courts, either as plaintiffs or defendants, and placing them on a parity with French citizens. Honourable senators will notice in this connection the Latin phrase "cautio iudicatum solvi." I should apologize, especially to the honourable leader on the other side (Hon. Mr. Dandurand), for stating that this simply means security for costs. It is the only thing that may be exacted from a Canadian national that is not exacted from a French national.

Then there is provision for mutuality of shipping rights, freedom of entry to ports, aid to shipwrecked crews and passengers—in short, the usual provisions appropriate to the relations existing between friendly nations.

I may add that in conformity with the latest evolution of our constitutional relations, the convention is made directly between the Canadian representatives and the French representative.

Hon. Mr. DANDURAND: The convention covered by this Bill is perhaps the first of its kind to come before Parliament for review and adoption, and it will be very interesting reading for those who make a study of the development of Canada's relations with the outside world.

My attention was arrested by article 8:

Each of the High Contracting Parties shall be at liberty to appoint consuls-general, consuls, vice-consuls and consular agents to reside in the towns and ports of the territory of the other to which such consuls or agents of any other State are admitted. Such consuls-general, consuls, vice-consuls and consular agents, however, shall not enter upon their functions until after they shall have been accepted and admitted in the usual form by the Government to which they are accredited.

This is in accordance with regular diplomatic usage.

The articles of the convention dealing with the entry of our ships into the ports of France lead me to remind my right honourable friend (Right Hon. Mr. Meighen) of my hope that when the Government undertakes to prepare a new Shipping Bill, to replace the measure discussed before our Banking and Commerce Committee for several weeks and finally withdrawn, it will consider the advisability of having our ships designated as Canadian ships. No one admires more than I do the splendid record of the British mercantile marine, but in my frequent travels abroad, whenever I was asked where I came from, I felt pride in answering, "I am a Canadian." It never occurred to me, and I do not think it would ever occur to any honourable member of this Chamber, to answer, "I am a Britisher." We are proud to belong to the British Commonwealth of Nations, but always it is perfectly natural for us to answer that we are Canadians. When we see one of our ships in a foreign port we should be able to recognize it at once by a distinctive flag and should experience a legitimate national thrill at the thought that before our eyes is a part and parcel of Canada—a Canadian ship. Therefore I would ask that the right honourable gentleman consider this matter when redrafting the Shipping Bill. When the redrafted Bill is before us next session I shall suggest, as I was ready to suggest this session, that our mercantile marine fly a distinctively Canadian flag. I think we might devise a suitable flag by superimposing a large maple leaf on the British merchant marine ensign. This composite flag could be readily recognized. The Canadian ensign has such niggardly space devoted to Canada's coat of arms that this feature is inconspicuous and the flag is not readily identified.