

ships the same treatment as we give to our own, and which we have promised to do. This section as it stands contravenes quite a number of navigation treaties which we have with the commonwealth countries and 16 other countries. On that account it bears some importance, and I would like to make a few comments about it.

It is proposed to make certain changes with regard to the right of exemption from payment of compulsory pilotage dues. Under the existing provisions of the act, no ship may be compelled to take on a pilot. However, in certain pilotage districts compulsory payment of pilotage dues may be introduced regardless of whether a pilot is used or not, as a means of ensuring an adequate supply of funds to support the pilotage system in that district. The act also provides that where compulsory dues are introduced, certain vessels may be exempt from this compulsory payment on the basis of exemptions specifically defined in the act, which have been a source of difficulty for some time. The exemptions in the act include certain classes of ships in interprovincial trade or in the coastal trade, fishing vessels and state-owned vessels, but only if of British registry. There is no right to go beyond these particular exemptions, which, in part at least, are based upon the flag of registry. This situation, I believe, is at variance with some of our treaties with other countries, to which I have just referred, and is uneven in its applicability as between foreign countries in the sense that we are not allowed to take any account of competency, but may base our exemptions only upon the flag of registry and the trade in which the ship is employed.

Hon. Mr. Macdonald: May I ask the honourable leader if the privilege which he says is being granted under this bill is to apply to Canadian ships only or to the ships of all nations?

Hon. Mr. Aseltine: The object of the amendment is to clear things up so that the act will not contravene these navigation treaties in such a way that we are acting in breach of agreements we have made.

Hon. Mr. Macdonald: I understood the honourable leader to say when he introduced this clause that it was to confer certain rights on Canadian ships, or to grant certain privileges to Canadian ships.

Hon. Mr. Aseltine: I don't think I said that.

Hon. Mr. Macdonald: I probably misunderstood you.

Hon. Mr. Aseltine: I do not think that is part of the amendments contained in the bill.

This matter has been of some concern to the Department of External Affairs, and when the bill goes to committee departmental officers will be there to explain fully what the treaties are and with what countries they are made, and how the act in its present form does not comply with those treaties and what is necessary in order to make it do so.

It is proposed to simplify the existing provisions relating to exemption from compulsory pilotage dues, and add thereto authority to provide other exemptions from time to time.

I should now like to go back and refer honourable senators to the new Part VIA, which has to do with Great Lakes pilotage. The amendment would authorize the Governor in Council to make special regulations regarding navigation on the Great Lakes. The special situation which exists on the Great Lakes, and the fact that we will have to work in close co-operation with the United States authorities in regard to any marine pilotage matters in these waters, make the present pilotage provisions in the act unsuitable for application in that particular area. However, in certain of the restricted waters in this area some marine pilotage will be necessary, and this matter will become increasingly important after the Seaway is completed. Accordingly, it is proposed by this amendment to require that a vessel of 300 gross tons or over navigating the Great Lakes basin shall be piloted by a certified officer or pilot when in such waters as are designated by the Governor in Council for the purpose, and that in the other portions of the Great Lakes basin the vessel shall have on board a specially certificated officer or pilot. This part of the bill is similar to legislation which I understand to be contemplated by the United States Government, and the regulations to be made by the Governor in Council under this part will be similar to those which are now being considered by the United States Government.

In addition, honourable senators, there are a number of lesser amendments covering such items as clarification of the requirements of certification of deck officers on ferry vessels, changes in the recognition in Canada of certificates issued in other parts of the commonwealth, amendment of the definitions of "inland voyages" and "international voyages", and a number of lesser points, which I feel sure can be dealt with much more appropriately in committee than by me at this moment.

Hon. John J. Kinley: Honourable senators, the purpose of this bill is to amend the Canada Shipping Act. It was introduced by the Government Leader here (Hon. Mr. Aseltine), and therefore is a Government bill. It is of