

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

**CONSIDERED IN COMMITTEE.**

On motion of Hon. Sir James Lougheed, the Senate went into committee on the Bill. Hon. Mr. Daniel in the Chair.

Section 1 was agreed to.

On section 2—conventions continued until terminated by three months' notice:

Hon. Mr. BOSTOCK: Can my honourable friend say whether this Convention, in connection with other conventions, was denounced owing to the Peace Treaty? I suppose we are continuing this Convention.

Hon. Sir JAMES LOUGHEED: The French Government proposes that this Convention, and the supplementary Convention, notwithstanding the denunciation, should continue in force until three months' notice is given.

Hon. Mr. BOSTOCK: Given by either side?

Hon. Sir JAMES LOUGHEED: Yes.

Section 2 was agreed to.

The preamble and the title were agreed to.

The Bill was reported without amendment.

**THIRD READING.**

On motion of Hon. Sir James Lougheed, the Bill was read the third time and passed.

**CANADA SHIPPING (PILOTAGE) BILL.**

**FIRST READING.**

A message was received from the House of Commons with Bill 42, an Act to amend the Canada Shipping Act (Pilotage).

The Bill was read the first time.

**SECOND READING.**

Hon. Sir JAMES LOUGHEED moved the second reading of the Bill.

He said: Sections 475 and 476 of the Canada Shipping Act provide for certain pilotage dues, which may be compulsorily enforced against ships. Under section 477 certain exemptions are made. This adds another class of ships to the exemptions.

Hon. Mr. McSWEENEY: It applies only on the Pacific? It says nothing about exemptions on the Atlantic.

Hon. Sir JAMES LOUGHEED: No, the Bill deals with the Pacific coast.

Hon. Mr. BOSTOCK: Does this mean that the ships will not have to use a pilot?

Hon. Mr. CROSBY: If they used a pilot they would have to pay.

Hon. Sir JAMES LOUGHEED: The Act does not require them to take on a pilot.

Hon. Mr. CROSBY: This is of advantage to Canadian-owned ships on the Pacific.

Hon. Mr. BOSTOCK: We have had some bad accidents on the coast of British Columbia, and the question that I raise is whether, by providing that these ships do not have to take on pilots, we are opening the door to further accidents. Every honourable gentleman knows that the navigation of the inland waters of the Pacific coast is an exceedingly difficult matter. Because of so many ships being in a congested area, and because there are so many rocks, there is more danger in this coasting trade than there is in navigation at sea. I would like to know who asked for this legislation.

Hon. Sir JAMES LOUGHEED: This simply places the ships on the Pacific coast on an equality with those on the Atlantic coast.

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

**CONSIDERED IN COMMITTEE.**

On motion of Hon. Sir James Lougheed, the Senate went into Committee on the Bill, Hon. Mr. Crosby in the Chair.

Section 1, the preamble and the title were agreed to.

The Bill was reported without amendment.

**THIRD READING.**

On motion of Hon. Sir James Lougheed, the Bill was read the third time, and passed.

The Senate adjourned until Monday next at 11 a.m.

**THE SENATE.**

Monday, November 10, 1919.

The Senate met at 11 a.m., the Speaker in the Chair.

Prayers and routine proceedings.

**BRAN AND SHORTS ADULTERATION BILL.**

**FIRST READING.**

A message was received from the House of Commons with Bill 7, an Act to amend the Adulteration Act (respecting Bran and Shorts or Middlings.)