

Vessel from Halifax proceeds through Montreal to let us say Toronto or Cornwall, then it is forced to pay Pilotage on the St. Lawrence River, which appears to me very definite discrimination against Lake Boats, and the Inter-Provincial Steamship Limited of Halifax, of which I am a humble shareholder, has been and will continue to be materially affected if Ontario is not included in this item.

To carry the thing a little further the Act exempts a Coasting Boat from as far south as New York and Newfoundland from paying Pilotage provided they do not go west of Montreal, in other words they must pay this Pilotage if they touch an Ontario port.

The CHAIRMAN: Mr. Dunn was here himself, and although he did not appear before the Committee he gave me a memorandum about that matter.

Are there any further witnesses who desire to be heard? I think Mr. Grey is here.

Captain JOSEPH OSTENS GREY: Mr. Chairman, and gentlemen, it seems to me that I have a rather difficult question to answer, and that I am put in a very difficult situation by the last gentleman who stood in this place and who did not want the crews of Canadian inland waters vessels signed on articles of agreement.

Right Hon. Mr. MEIGHEN: That is Mr. Duthie?

Captain GREY: Yes.

Mr. DUTHIE: I did not say that; I said "before shipping masters."

Captain GREY: It is not a question of signing on crews. As far as I can see, it is a question of personality. I am shipping master at port of Montreal. I have charge of all crews coming into Montreal and going out. I am the father of the seamen, as it were. They come to me with all their troubles and tribulations, and everything else.

Right Hon. Mr. MEIGHEN: If I read this Bill aright, they will not have any more.

Captain GREY: That is what they want.

Hon. Mr. GRIESBACH: What section are you speaking of?

Captain GREY: 188 and 193 at the moment.

The CHAIRMAN: Have you got something, Mr. Grey, to leave with us?

Captain GREY: I have, sir. I would like to leave this with you, but I should like to have about two minutes of your time.

The CHAIRMAN: Go on.

Captain GREY: I would like to say—and I stand unafraid—that for fourteen years I have been told, and have been made to feel indirectly, that the Canada Steamship Lines did not want a shipping master. They do not want jurisdiction over their crews exercised by the Government.

The CHAIRMAN: We do not want to hear of private differences between you and anyone else, Mr. Grey; we just want facts in regard to this Bill.

Captain GREY: The facts of the case are these. If crews of Canadian steamers are not signed on before shipping masters, what protection have the men got? They have none. It is not desired by the last speaker, as far as I can understand, that the crews should be signed on before a shipping master, and therefore we shall have anyone, without any qualifications, signed on any ship for any voyage—whether it is twenty-four hours, twenty-four days or twenty-four months—signed on haphazardly, with such conditions as they choose to impose, and the Government will not have the power to say them nay. What is to prevent anyone falsifying the records of service at the end of the season? If the seamen are not going to be signed on they are not going to be discharged, therefore they are going to be at loose ends. If I, or any of you gentlemen here,