

we could deport every non-Canadian brought to our shores for service on board these ships, because while registered in Canada they were a part of Canada. I am further told that just as soon as this ruling was given the ships were all re-registered in London.

In 1932 it appeared the deal with Watts, Watts & Company was not satisfactory and the corporation again took over the management of a number of the ships which they formerly owned, but left the registry still in London so that they could employ old countrymen and still keep English rates of pay, which I am sure you know are not in keeping with Canadian rates.

And the National Association of Marine Engineers of Canada have submitted to me an itemized statement showing the loss to Canadian industry and ships' crews by the transferring to London registry of these ships an amount of about \$400,000 per annum. Something should be done to remedy this state of affairs as it is an unjust imposition on our Canadian seamen and merchants and it is to be hoped that efforts will immediately be made—and they should be made—to at least eliminate Article 2 of Part 5 from the British Commonwealth Merchant Shipping Agreement.

This has long been a matter of concern to the Department of Marine and Fisheries and in the memoranda and correspondence bearing on the validity of existing Canadian legislation in 1925 I find the following:—

The right to legislate in the matter of merchant shipping cannot be obtained merely by the asserting of it. Certain provisions of the Merchant Shipping Act will have to be amended or repealed before Canada will be free in this regard. That can only be brought about by action on the part of the Imperial Government.

In 1911 the Honourable Mr. Brodeur, Minister of Fisheries in Canada, went to England and at that time he told the Imperial authorities that he wanted a special Act to deal with the Canadian coasting trade. Nothing was apparently done, however, until the passing of the Statute of Westminster; and now we are back just where we were before.

I listened with interest to the report of the Minister of Labour on unemployment and that the Canadian National Railways and the Canadian Pacific Railways would co-operate so as to employ a large number of men. May I hope and suggest that this co-operation extend to the Canadian National Steamships and the Canadian Pacific Steamships. Our boys in the Maritimes are not so much concerned about the rate of wages. They are more anxious about an opportunity to work. Up to the present time not one citizen of my constituency has been obliged to submit to indignity of direct relief money, but I fear for the future unless definite and intelligent action is taken on their behalf.

I am sure we all agree that it is important for Canada that we sustain upon the Atlantic and the Pacific sea-coast a virile and competent class of seafaring men.

(Sgd.) J. J. KINLEY.

The CHAIRMAN: That concludes all we have this morning. Our next meeting is set for May 22nd, when we shall have the Japanese submission.

Mr. NEILL: How many men are coming?

The CHAIRMAN: Three.

Mr. NEILL: From the Pacific?

The CHAIRMAN: Yes. We shall therefore adjourn at the call of the chair.

The committee adjourned at 12.45 p.m. to meet again at the call of the chair.