

*Canada Shipping Act*

In concluding, I repeat that I cannot see how an important part of our exports could be carried in the ships mentioned in Bill S-23, since those are boats 15 to 18 feet long.

[English]

**Mr. Mark Rose (Fraser Valley West):** This bill brings together a mixed bag of amendments to the Canada Shipping Act. Many of them are technical and many are just house-keeping amendments. I am interested in two major areas, the regulations concerning pollution from ships and the extension of the Provisions of the act to cover hovercraft. It is not my purpose to speak at great length. I think the bill should perhaps go to the committee for further study.

When the then Minister of Transport introduced this bill approximately a month ago, he admitted it was a housekeeping bill. He promised a complete revision and some major recommendations later. He did not say when these would be made, nevertheless we look forward to them. Many subjects in the bill require comment, such as the reaffirmation of the validity of certain pilotage by-laws. This bill will permit certain pilotage authority by-laws without reference to the governor-in-council. I think this is sensible. This bill implements some of the load line conventions of 1966 governing the maximum, cargoes for ships. Since the load line regulation concerns itself with the safety of the men so employed, it is an important portion of the bill.

Clauses 3 and 4 of the bill deal with the eligibility of applicants for certificates as masters, mates and engineers, provide for the inclusion of landed immigrants. The Canadian Merchant Service Guild is obviously very concerned about this. I wish to quote a resolution passed at their last convention which is contained in their newsletter:

Be it resolved that the Canadian Merchant Service Guild strongly protest any move on the part of the Immigration Department or the federal government to open the examinations for certificates of competency for masters, mates or engineers to persons who are landed immigrants.

This resolution has particular reference to clauses 3 and 4 of Bill S-23. From this we can see there is some controversy with respect to extending this provision beyond British subjects. I am concerned about the almost general policy in Canada of importing skilled labour. We tend to import doctors, teachers and various technical personnel rather than training our own. This was confirmed by John Porter in his famous book "The Vertical Mosaic". He said that traditionally we have

[Mr. Godin.]

tended to import our skills, just as we have imported our capital, mainly because we have failed to develop sufficient training institutions in our country.

This is a particularly important section of the bill, although I do not believe we should be parochial. We should be concerned with the welcoming of immigrants to Canada. We want people to be Canadians and we welcome them on those grounds. At the same time, when people with special skills are brought in to compete with an over-supply of personnel, it must not be only the landed immigrant who has an opportunity for employment but also the Canadian citizen. When this bill is considered in committee, possibly this eligibility provision might have to be amended so that, the landed immigrant who is competent to fill this role will have to have his citizenship before he becomes eligible. This would probably satisfy the Canadian Merchant Service Guild.

I am concerned about this whole trend. There has been a great deal of concern expressed in recent months regarding university teaching jobs in Canada being made available to citizens from other countries. I will not elaborate further on that point.

There are other interesting items in this bill, some perhaps quite humorous. The bill contains certain set provisions for the protection of seamen which I consider to be archaic. I was very interested to read in section 272 that it is no longer necessary for a keeper of a tavern or house of ill-fame to report to a justice of the peace the names of all lodgers on the pain of a \$50 fine. This is part of the archaic regulations that are to be dispensed with, and none too soon. Clauses 10 and 12, dealing with requirements for radio installations on ships, are sensible, as are the increased powers to investigate accidents on ships outlined in clause 25.

● (8:30 p.m.)

However, there is one matter of concern that I would like to mention at this time. It is that at present shipping does not come under the federal safety code. I think it is important that the federal safety code should apply to shipping, or at least that the Department of Transport should introduce a new safety code that would apply to those agencies coming under that department. This is something we will discuss in some detail at the committee stage, but certainly the provision for regulations respecting reporting of shipping casualties is an improvement.