

on the amendments which have been accepted by the committee.

Section withdrawn.

On section 5—certified officers.

Mr. BRODEUR. The object of this section, I think, will commend itself to all the members of this House. It is to provide that gasolene launches and gasolene boats of a small tonnage will not be obliged to take on certificated officers. This is done to meet a situation which exists on the St. Lawrence. It will be well known by the hon. member for Grenville (Mr. Reid) and also by my hon. friend from Leeds (Mr. Taylor) that American launches are carrying passengers and doing work on the St. Lawrence without being obliged to employ certificated officers, while our laws provide that Canadian launches are obliged to employ certificated officers. It was found that this legislation was affecting our citizens and it was thought advisable to provide that small gasolene launches of less than five tons gross tonnage should not be obliged to employ certificated officers.

Mr. J. D. REID. How does our Canadian law now compare with the American law as far as gasolene launches are concerned? I was around the Thousand Islands a short time ago and I was told our Canadian laws are much stricter than the American laws.

Mr. BRODEUR. Precisely; this clause is proposed to meet the situation which my hon. friend has just mentioned.

Mr. J. D. REID. I would like to see the same laws in force in both American and Canadian waters. There is so much traffic between the different points on the St. Lawrence that if you have different laws you will have trouble arising all the time. On the other side, as far as lights and signals are concerned, the laws are very good. I do not know what the laws are here, but I believe they should be practically the same on both sides of the river.

Mr. BRODEUR. That is the nature of the proposition.

Mr. J. D. REID. That is all I want.

On section 6—going to sea without certificate.

Mr. BRODEUR. This is to correct an error which has occurred in the revised statutes. It is to restore practically what was in existence before the revision of the statutes and which perhaps is the law today, but in order to avoid any misunderstanding we thought it better to have this special clause put in the Act.

On section 7—offences.

Mr. BRODEUR. This is to be struck out also, because it deals with the offences

which were mentioned in section 4, which section was struck out. When we come to incorporate in the Bill the Bill which has been submitted to this House by the special committee appointed for that purpose this section will be of no use.

Section withdrawn.

On section 8—fees on engagement or discharge of seamen.

Mr. J. D. REID. Do these shipping masters receive a salary from the government?

Mr. BRODEUR. No, they are paid by fees. Some years ago there was a great deal of agitation in British Columbia concerning this matter. A law was passed by which it was provided that a shipping master should have the right to make a formal agreement with vessel owners enabling him to charge \$10 for the hiring of men. They framed the statute in such a way that when there is no agreement, if a seaman comes and hires himself before the shipping master, the shipping master is not entitled to anything. The law was so framed that the shipping master would be deprived of his fees if there were no formal agreement.

Mr. DANIEL. Are these fees taken out of the wages of the sailors?

Mr. BRODEUR. No; they are paid by the vessel owner.

Mr. SINCLAIR. The fee provided for in British Columbia is a very large one indeed and might be rather a serious thing for the vessel owner. There would be a crew of 25 men on an ordinary tramp steamer and the shipping master would get \$250 for an hour's work. I would like an explanation of why you allow \$10 in British Columbia and only 50 cents in the other provinces?

Mr. BRODEUR. Some years ago it was found absolutely impossible to find seamen in British Columbia, and with the consent of the vessel owners I believe, it was arranged that a fee might be agreed upon between the owners and the shipping masters. This law does not compel the vessel owner to pay \$10; it simply says that he may make an agreement with the shipping master to pay that sum, but if he can get men for 50 cents so much the better for him.

Mr. J. D. REID. Could a man be inspector of hulls and shipping master at the same time?

Mr. BRODEUR. I know of no such case.

Mr. J. D. REID. It would be a very dangerous thing if that were allowed because there are some vessels which if they were better inspected it would be all the better for those who sail on them.