

shipping. Of course, it will not stir the interest of the Omnibus bill—with a capital “O”!

This is properly a bill for committee consideration, because all the matters dealt with are really technicalities. For instance, it has been mentioned that the new feature that is introduced in the Shipping Act is the application of some part of the act to air cushion vehicles. This matter is dealt with in clause 1(1), which amends section 2 by the addition of paragraph (2a), and in clause 27. The sponsor has indicated that regulations were required for these new vehicles, that this application of the Shipping Act to air cushion vehicles, as long as they travel over the waters, is really only an interim measure, and that perhaps eventually we will have to enact special legislation for this new transportation system. In any event, as a result of this bill there will be some provisions of the Canada Shipping Act dealing with the operation of these vehicles. This is the first topic of the bill.

The second deals with the International Convention on Load Lines, 1966. This is an international agreement with respect to the loading of vessels, and under it the countries subscribing to the agreement have agreed to enact legislation to implement the provisions of the treaty. The provisions of this bill dealing with this matter are to be found in clause 1(2) and (3), and in clauses 8, 13, 14, 15, 16 and 22. These are really more in the nature of technicalities than those dealing with air cushion vehicles, and we can discuss them more efficiently in committee.

The third group of amendments is designed to enable landed immigrants to obtain certificates of competency as masters, mates or engineers, on the same footing as is presently the case for any British subject, and I think this is reasonable. These provisions are found in clauses 3 and 4 of the bill.

Fourthly, clauses 5 and 6 abrogate dispositions which are archaic and deal with the responsibility of those hiding seamen. This makes very interesting reading, opposite page 2, and following, sections 238 to 243, and sections 270 to 275 of the present act. Those sections provide penalties for hiding seamen, and matters of that kind. I agree with the sponsor that these provisions are archaic and should be repealed.

The fifth subject dealt with by this bill is found in clause 7 which concerns regulations pertaining to pilotage. This clause provides

that for greater certainty particular bylaws will be deemed to have been regularly adopted for another year, despite the fact that the Royal Commission on Pilotage indicated that those bylaws and regulations were entirely illegal.

It is interesting to see that the explanatory note reads:

The Report of the Royal Commission on Pilotage expressed doubt as to the validity of certain bylaws made under the Canada Shipping Act by pilotage authorities.

I think that that is putting it very mildly since, if I am not mistaken, there have been two decisions of the Exchequer Court of Canada and one of the Supreme Court of Canada, that have unanimously said that such bylaws were entirely illegal, and without legal foundation. Of course this is an interim provision for the period enacted by subsection 3 of section 7.

Hon. Mr. Martin: I think Senator Langlois must be very familiar with those particular cases.

Hon. Mr. Flynn: Yes, he is, but I noticed that he did not speak at length on them when he introduced the bill.

Hon. Mr. Martin: You are encouraging him to do so now.

Hon. Mr. Flynn: When he closes the debate he may discuss those matters. In any event, it is easily understood that these provisions are needed. Section 7 provides at least that the proceedings before a court will not be affected as far as the rights of the parties are concerned.

The sixth matter covered by this bill concerns the application of certain provisions to vessels other than steamships. These are technical provisions, and they are made to apply to barges and vessels that are towed or that are not self-propelled. The same provisions concerning safety will apply to those vessels as are applicable to steamships.

The seventh matter dealt with in this bill is the enforcement of the installation of radio facilities on board certain vessels. This is a matter of safety and I do not think it raises any difficulties. We may receive further explanations of it in committee, but there is no doubt that it is in the interests of safety that these provisions are enacted.

The eighth matter concerns the prevention of accidents. This is really a simplification of