

of the district, with the approval of the Governor in Council, from time to time determines to be exempt from the compulsory payment of pilotage dues in such district;

(d) ships employed in salvage operations;

Hon. Mr. Macdonald: That is new.

Hon. Mr. Kinley: Clause (d) of the present section 346 reads:

ships registered in any part of Her Majesty's dominions while employed in salvage operations;

Then clause (e) of the present act reads:

steamships registered in any part of Her Majesty's dominions

(i) employed in voyages between ports in the same province, or employed in any one port or harbour,

(ii) employed in voyages between any one or more of the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island or Newfoundland and any other or others of them, or between a port in any one of the said Provinces and any port in or beyond Hudson Strait or between a port in any of the said Provinces and any port in the United States of America on the River St. Lawrence or the Great Lakes,

Now that says "steamships registered in any part of Her Majesty's dominions" and the amendment provides "ships employed in voyages . . ." It just refers to "ships" and does not specify Canadian or British. Then the new clause (f) reads:

ships of not more than two hundred and fifty tons register tonnage;

In the present act clause (f) says:

ships registered in any of Her Majesty's dominions of not over two hundred and fifty tons register tonnage;

Then the present section goes on to read:

(g) ships entering a harbour for refuge;

That is the same as in the amended section. The amendment goes on to read:

(h) ships of war and hospital ships belonging to such foreign nations as may be specified by the pilotage authority; and

(i) ships engaged in fishing.

In other words, ships engaged in fishing are exempt from the payment of pilotage dues. I must point out to the house that clause (e) which reads:

ships employed in voyages

(i) between ports in the same province—

gives to any ship the privilege to enter ports all over Canada and, so far as pilotage dues are concerned, they are exempt. It seems to me that that is too great a provision and too much to ask of Canada in connection with world shipping trade.

A situation will be created in Newfoundland which I am sure will be of interest to the representatives of that province. There is an exception clause at the top of page 6 of the bill which reads:

(2) Notwithstanding subsection (1), ships of more than two hundred and fifty tons, register tonnage,

engaged in fishing are not exempt from the payment of pilotage dues in pilotage districts of the province of Newfoundland—

Newfoundland is singled out—

—unless the pilotage authority of the district so directs by by-law approved by the Governor in Council.

This applies to ships of more than 250 tons, register tonnage. I think the claim is made that no fishing vessel or dragger in this area is over 250 tons. That may be correct today, so far as some fisheries are concerned, but in Lunenburg we have had them at 192 tons, and that is getting pretty high. I am not sure about the seal fisheries but I know that a vessel called *The Bear* which was repaired in Lunenburg must certainly have been over 250 tons. She was engaged in the seal fishing industry off Newfoundland. I don't know whether the seal fisheries are included in this section of the bill or not.

The main point is that these pilotage rights will be given to all ships, whereas formerly they were given largely to Canadian ships and ships registered in any of Her Majesty's dominions. It seems to me that we are getting so tangled up that we would be in a much better position if in this legislation we considered only registered Canadian ships for exemption privileges.

We have reciprocal agreements with the United States as to pilotage on the Great Lakes, and this is only proper. We could not get along without such agreements and without having the same regulations applying to vessels from both countries. I read in the newspapers that there was quite a controversy as to the necessity of pilots on the lakes and in congested areas. It would appear that this legislation is doing something sensible by providing that there must be pilots on vessels in congested areas, and in other areas there must be a sailing master or skipper who is acquainted with the waters and can navigate them. As time goes on more and more sailors will become proficient in navigating these waters.

Pilotage in Canada is not obligatory except on the Great Lakes. You have to pay pilotage dues, though you do not have to accept the services of pilots; but pilotage is obligatory on the Great Lakes, and I think that is salutary. However, the minister is given wide powers to exempt owners or masters from pilotage requirements on the Great Lakes.

I would also point out that under section 347 of the act the Governor in Council has control over the general exemptions contained in section 9 of the bill.

The bill provides for the recognition in Canada of certificates granted to masters,