

*Navigable Waters Protection Act*

scope of the administration of the Department of Labour, the Minister of Labour (Mr. Gregg) is in attendance to supply any information which may be required by hon. members.

The purpose of the new part IV of the Navigable Waters Protection Act is to give authority to the governor in council to enact regulations applicable to seamen on Canadian ships on the great lakes and upper St. Lawrence for the safety and security of Canada, of a nature similar to the great lakes seamen's security regulations, order in council P.C. 2306 of May 2, 1952. These regulations were made under the powers conferred by the Emergency Powers Act, which lapsed on May 31, 1954.

The great lakes seamen's security regulations were first enacted by order in council P.C. 1439 of March 22, 1951, and were designed for the purpose of ensuring that the safety or security of Canada was not endangered by the presence of seamen on board a Canadian ship in the great lakes and upper St. Lawrence river who are found to be undesirable security risks.

The regulations serve to protect the welfare and security of Canada, and were adopted in the light of the existing international situation. However, hon. members should be informed that they were worked out following consultation with the United States authorities and they complement and parallel the United States security screening provisions applicable to seamen employed on United States vessels operating in these waters.

As administered by the Department of Labour through its own officers, and those of the national employment service, it is necessary under the regulations for seamen seeking employment on Canadian ships operating in these waters to be in possession of a seaman's card.

Provisions are contained in the regulations for the refusal or revocation of a seaman's card by the Minister of Labour, if a screening process brings to light any evidence that is derogatory from a security standpoint. Where a seaman's card has been refused or revoked, the seaman may request a review by an advisory committee which now consists of a retired judge of the exchequer court and two representatives of organized labour.

The Minister of Labour is authorized by order to exempt from the operation of the regulations any person or class of persons or any ship or class of ships. Under this authority the minister has by order exempted persons employed on boats engaged in fishing, pulpwood and logging operations, where they

do not, as a general rule, pass through any canal or lock; crews of police patrol boats and firefighting boats; and casual labourers employed on salvage or dredging operations.

Penalties are provided for the furnishing of false information as well as for failure to comply with any provision of the regulations. These penalties under the former regulations were of the same extent as are authorized in this new legislation.

**Hon. George A. Drew (Leader of the Opposition):** Mr. Speaker, as we come close to the end of the session it seems that we are confronted with a number of measures which raise as important issues as could conceivably come before this house at any time.

What has just been placed before us for consideration at this moment raises a fundamental issue which in other days might well have aroused the most vigorous expression of public feeling from one end of this country to the other, as it has in other countries where measures similar to this have been put forward.

In so far as the first part of the bill is concerned, under clause 1, I do not think there is much necessity to extend my remarks. The provisions are fairly clear-cut, though there may be questions about detail. The part to which my remarks particularly refer is the last part of the bill to which a brief reference has been made by the parliamentary assistant.

Part IV consists of section 33 which defines a Canadian ship; defines the term "great lakes" as applied to this act; and defines the word "seaman" as applied to this act. But section 34 under part IV is the more important section. Before discussing that, I should mention that section 35 refers to duration and provides that the act may be continued in force for a period of three years from the date on which it comes into force.

**Mr. Garson:** Just that part of the act.

**Mr. Drew:** Yes. The provision is as follows:

Three years from the day on which it came into force, and no longer.

As has been stated by the parliamentary assistant to the Minister of Transport, section 34 has the effect of continuing, in statutory form, an order in council made originally under the Emergency Powers Act as P.C. 2306 of May 2, 1952. Mr. Speaker, on various occasions objection has been taken on this side of the house to the wide and all-embracing powers conferred by that order in council and by similar orders in council which place the employment of the individual, his right to work and, in fact, his legal status as a Canadian citizen, in the hands of the