

Legislation Respecting Sick and Distressed Mariners.

The following resolution was adopted by the House of Commons May 11, on motion of Hon. N. W. Rowell:—

That it is expedient to bring in a measure to amend the Canada Shipping Act, Revised Statutes, 1906, chap. 113, and to provide:—

1. That Part V of the said Act, relating to Sick and Distressed Mariners, be repealed, and in lieu thereof it be enacted,—

(a) That the Minister, with the approval of the Governor in council, may rent and equip and maintain premises for hospitals for the care and treatment of sick mariners, and may, with the consent of the person having the control and management of any hospital, designate such hospital to be, during his pleasure, a hospital for the care and treatment of sick mariners, and contract with such persons for the care and treatment of sick mariners, and may discontinue the use of any such hospital for the purposes aforesaid; and that the Minister may make regulations for the government of any such hospital, and prescribe the duties and powers of the medical and other officers and employees of such hospitals, and of the port physicians and of all other officers required to perform any services in carrying out the provisions of this legislation or of any regulation made hereunder; and all hospitals devoted exclusively to the treatment of sick mariners shall be under the exclusive control and management of the Minister; and that any shipwrecked, destitute or otherwise distressed seamen may, by authority from the Minister, be temporarily boarded and lodged and taken care of at any marine or seamen's hospital devoted exclusively to the reception, care and treatment of sick mariners;

(b) That there shall be levied and collected on every ship arriving in any port in Quebec, Nova Scotia, New Brunswick, Prince Edward Island, or British Columbia, hereinafter called "the provinces", a duty of 2c. for every ton which such ship measures, registered tonnage, but in no case shall the duty payable by any ship be less than \$2 in any year; that such duty shall be payable on each ship three times during each calendar year by the master or person in command of such ship, or by some person on his behalf to the collector or other chief customs officer at the port at which such ship is entered, at the time of making such entry, and such entry shall contain on its face the tonnage of such ship, and no entry shall be made and no clearance shall be granted unless such duty is paid;

(c) That no ship otherwise liable to pay the duty shall be exempt from the payment of the said duty by reason of her voyage being one not requiring entry or clearance at the Custom house. If the ship does not require entry, the duty shall be paid immediately on her arrival;

(d) That no ship engaged in the coasting trade of Canada and arriving at any port in any of the said provinces from any other port in the same province, or arriving at any port in the province of Quebec from any port in the province of Ontario, shall be subject to the payment of the duty: provided that no ship arriving at any port in Canada from any place out of Canada, and afterwards continuing her voyage to another port in Canada, shall be exempt from the payment of the duty at the last mentioned port, unless she has paid it at the first men-

tioned or some other port on the same voyage;

(e) That as regards fishing vessels, the duty shall not be payable on ships employed exclusively in fishing or arriving at a port in the provinces when on a fishing voyage, but the master or person in command of a ship registered in Canada used exclusively in fishing or to be employed on a fishing voyage, may, if he so desires, pay the said duty of 2c. for each registered ton before the said ship makes its first fishing voyage in any year, at the first port at which the ship receives any part of her outfit for the said voyage, and thereafter before each subsequent voyage during the year, but not exceeding three payments in all in any calendar year;

(f) That every collector or other chief officer of the Customs shall account for the sums received by him under these provisions in such manner as the Minister may from time to time direct;

(g) That sick mariners on ships paying duty, shall be received and treated in any hospital for sick mariners as heretofore, and receive the care of a collector or other chief officer of Customs where there is no marine hospital; but no sick mariner taken ill or injured outside of Canada, and arriving in any of the said provinces otherwise than in a ship to which he belongs, shall be entitled to the benefits conferred by these provisions, nor for a period longer than one year without written authority from the Minister, nor shall he be entitled to treatment or care thereunder when suffering from permanent insanity, and no sick mariners belonging to ships exempted from or not paying the duty levied under these provisions shall be entitled to the rights or benefits of sick mariners hereunder;

(h) That all expenditures made under these provisions shall be paid out of such moneys as Parliament may appropriate for the purpose; and be accounted for, with attested vouchers, as the Minister may direct; and an annual report thereof, with a statement of receipts and expenditures, shall be laid before Parliament.

2. That section 207 of the said Act be repealed, and in lieu thereof it be enacted that the Minister may whenever he deems it necessary pay out of any moneys applicable to the relief of distressed seamen and appropriated by the Parliament of Canada for that purpose, such sums as he deems requisite for the temporary relief in such manner as he deems advisable, of shipwrecked, destitute or otherwise distressed seamen not entitled to relief under any of the provisions of the Merchant Shipping Act, 1894; and may also on the production of the bills of the disbursements with the proper vouchers and such other evidence as the Minister requires, pay out of such moneys any reasonable expenses incurred by the Board of Trade of the United Kingdom or by any officers of His Majesty in any British possession other than Canada or in any foreign country, on account of subsistence or transport back to Canada of any seamen or apprentices who have been domiciled in Canada for twelve months and who have been found in distress either on account of shipwreck or otherwise in any place out of Canada; and persons serving in ships registered in Canada shall for this purpose be deemed to be domiciled in Canada while so serving.

A bill based on the resolution was introduced immediately and read a first time.

Seamen's Convention at Genoa.

Under the provisions of the Peace Treaty, the League of Nations' International Labor Office has arranged for a conference to be held at Genoa, Italy, opening on June 15, to deal with labor questions affecting seamen. The convention creating a permanent organization for the promotion of the international regulation of labor conditions, provides that meetings of the general conferences of representatives of the members shall be held at least once a year, and that the representatives of each member shall consist of two government delegates, and two others representing respectively the employees and the working people of each of the members.

The following delegates have been appointed for Canada:—Sir George H. Percy, High Commissioner for Canada in England; and G. J. Desbarats, Deputy Minister of Naval Service, Ottawa, representing the government; Thos. Robb, Manager, Shipping Federation of Canada, Montreal, representing Canadian employers; and J. C. Gauthier, of the National Association of Masters, Mates and Pilots and of the International Seamen's Union of America, Montreal, representing Canadian workpeople.

The Labor Department at Ottawa, at the request of the International Labor office, circulated a questionnaire among Canadian vessel owners, submitting a great number of questions to assist the Ottawa Government in considering its attitude. It included the seamen's conference agenda as follows:—

Application to seamen of the convention drafted at Washington in Nov., 1919, limiting the hours of work in all industrial undertakings, including transport by inland waterways, to 8 hours in the day and 48 in the week.

Consequential effects as regards manning, and in the regulations relating to accommodation and health on board ship. Supervision of articles of agreement. Provision of facilities for finding employment for seamen.

Application to seamen, of the convention and recommendations adopted at Washington in Nov., 1919, in regard to unemployment and unemployment insurance.

Application to seamen of the convention adopted at Washington, prohibiting the employment of children under 14 years of age.

Consideration of the possibility of drawing up an international seamen's code.

Navigation Regulations for Lower Detroit River.—The regulations for the navigation of the lower Detroit River, while the Livingstone channel is being widened, and which were published in our May issue, as effective on the opening of navigation, were suspended subsequently, and the previous regulations put in force, temporarily. The new regulations as published in our last issue have been revived, and made effective as from May 15, with the following change: "Upbound vessels leaving Livingstone channel must proceed above gas buoys 83D and 84D, marking the north end of Ballards Reef, before crossing the path of downbound vessels." The former regulation covering this last point provided that upbound vessels leaving Livingstone channel must cross the path of downbound vessels in the vicinity of Ballards reef.