

Bill No. 64 (from the Senate) for the relief of Walter Michie Anderson.—Mr. Rankin.

Bill No. 65 (from the Senate) for the relief of Mary Elizabeth Fredenburg.—Mr. Rankin.

Bill No. 66 (from the Senate) for the relief of Sheriff Elwin Robinson.—Mr. Rankin.

Bill No. 67 (from the Senate) for the relief of Rhoda Renfrew McFarlane Brown.—Mr. Macdonald (Pictou).

Bill No. 68, to incorporate the Frontier University.—Mr. Macdonald (Pictou).

Bill No. 69 (from the Senate) for the relief of Abraham Leibovitz.—Mr. McQuarrie.

CONSIDERED IN COMMITTEE—THIRD READINGS

Bill No. 23, respecting Prudential Trust Company, Limited.—Mr. Mitchell.

Bill No. 28, respecting The T. Eaton General Insurance Company.—Mr. Sheard.

Bill No. 48, respecting Aberdeen Fire Insurance Company.—Mr. Manion.

Bill No. 49, respecting Armour Life Assurance Company.—Mr. Manion.

CANADA SHIPPING ACT AMENDMENT

On motion of Hon. Ernest Lapointe (Minister of Marine and Fisheries) the House went into committee to consider the following proposed resolution, Mr. Gordon in the Chair:

That it is expedient to amend Section 477 of the Canada Shipping Act, chapter 113 of the Revised Statutes, 1906, by adding the provisions that ships of war and hospital ships belonging to such foreign nation or nations as may be specified by the Governor in Council; and ships registered in Canada engaged exclusively in fishing; shall be exempt from the payment of pilotage dues.

Mr. LAPOINTE: Under the Canada Shipping Act all vessels entering certain ports have to pay pilotage dues whether they employ a pilot or not. Certain exceptions are made in all other countries, of course, there are a few exceptions under our own act. We want to add the exceptions mentioned in the resolution. The first is with respect to war and hospital ships—of friendly countries, of course; that is why the matter is to be dealt with by the Governor in Council. As to fishing vessels registered in Canada, the custom has been to exempt them from pilotage dues, but the law does not permit that. This legislation is simply to enable the matter to be dealt with as it has been, but in a legal way.

Mr. MEIGHEN: As I understand it, the act provides for the payment of pilotage dues by all vessels, with certain exceptions the minister has not mentioned. What are pilotage dues for? I must confess to a dismal ignorance of the subject. To whom are they payable?

Mr. LAPOINTE: The law makes it obligatory on all vessels to pay pilotage dues. They are not compelled to take a pilot if they think they can enter the port without one, but they have to pay the dues, just the same.

Mr. MEIGHEN: Do they pay them to the Marine Department?

Mr. LAPOINTE: No, to the pilots themselves. They are usually formed into a corporation.

Mr. MEIGHEN: That is, the ships are corporations of course.

Mr. LAPOINTE: No. I mean the pilots. In Quebec, for instance, they have a corporation of pilots; the same is true of Montreal. The dues are fixed by the Governor in Council. The money goes into a general pilotage fund.

Mr. MEIGHEN: If they employ no pilot, whom do they pay?

Mr. LAPOINTE: The money goes into the common fund of the pilots.

Mr. MEIGHEN: That is, they pay the corporation?

Mr. LAPOINTE: Yes.

Mr. MEIGHEN: We are at peace with all countries now; why does the Government ask to have reserved to itself the power to select and make favourites of nations? Is not the minister afraid that might possibly lead to Order in Council government?

Mr. LAPOINTE: I hope it will never happen; on the other hand, there is no injury to anybody to leave the matter in the hands of the Governor in Council.

Mr. MACDONALD (Pictou): In the interests of the pilots themselves it is not wise that all these restrictions should be taken away. These men devote their whole lives to the business of piloting vessels into port, and they obtain their livelihood through the collection of dues from vessels that come in. Foreign vessels should