

*Supply—National Defence*

commercial regional operators. These privileges have been denied up to now except in special cases where prior permission has been sought and obtained.

There is one further matter which is of immediate concern because of disturbing rumours which have come to my attention. I have discounted these rumours on the basis of their not having been confirmed and I will not refer to them in this context. Instead, I would urge the minister to give consideration in the preparation of specifications for new naval vessels, as well as when repairs are being carried out, to the inclusion in those specifications of plans for an adequate air conditioning system. I have spent some time in southern waters in South American countries and I know a little of the discomfort of being in the engine room of a ship without adequate ventilation. The anxieties which manifest themselves among men forced to work constantly in conditions of extreme heat are real only to those who have experienced them. They have been the subject of medical inquiry as an oddity or phenomenon encountered among people exposed to living conditions of this type.

The urgency of this need is borne out by the complaints of many lower deck personnel on their return from southern cruises. As much as they enjoy an opportunity to go south at this time of the year, as I am sure we all would, it is not a holiday and for those who must live and work below deck most of the day it is more of a nightmare. I would again urge the associate minister and those in his department to give serious consideration to the problem of ventilation if they have not done so already.

● (2:40 p.m.)

It would be very easy to go on and get into the question of morale in the armed services which has been touched upon by other hon. members. There is little need to pursue it further except to comment generally that sometimes we complain too loudly about low morale in the services. Stemming from that, I would simply note that it is not low morale that is causing the problem in recruitment. The lack of equipment and the lack of trained personnel to man the ships we have in Halifax harbour, not taking into account the one or two out on the west coast, have already been made clear. To that plea I would simply lend the voice of the junior member for Halifax.

Morale in the navy and the other services, is not low nor is it high. Morale is somewhat

[Mr. ForreSTALL.]

confused. In spite of continuing explanations the men remain somewhat in the dark as to their own personal positions in what we used to understand were the navy and the army. They are not certain of their tenure of service. They are not certain whether a career in the armed forces is a worth-while venture. They are doubtful about promotions. The question of seniority has disappeared almost completely in the lower ranks.

These are the things that lend support to the argument that morale in the services is low. I do not believe it is low. I believe it is just confused. Many of these people went into the service with the hope of making it their career but now they are confused and uncertain whether they have chosen well. They would like to stay on and take advantage of the training they have. They would like to continue to make the contributions they are capable of making as skilled craftsmen. But they need direction at their immediate command level. They need clarification of promotions, of continuity of service and the possibilities of promotion.

Finally, many of our problems with regard to morale stem from the fact that most people in Canada—I am sure the department is equally as guilty—think of trained servicemen as no more than a fighting arm extension of the political process. I suggest to the minister that this is 1966. A pilot flying an aircraft off the *Bonaventure* is not a trained fighting man and God forbid that he ever becomes one. Quite to the contrary, he is a highly skilled, well trained individual. He merits respect and the treatment that is accorded those outside the military who have achieved equal skills.

When we talk about increasing such a man's level of income we tend to think that perhaps he should get another \$1,000 a year or another \$1,500 a year and that this would compensate him. There are a certain number of ex-military people employed in the company with which I was once closely associated and I know they can earn in the public field of endeavour not \$1,000 a year more, not \$1,500 a year or \$2,000 a year more but in many cases \$8,000 to \$15,000 a year more. We must stop thinking of these people as soldiers. They are not. They are skilled, well trained people. In most cases on the upper decks they are college graduates who when they go home in the afternoon or evening take trade journals and trade publications with them. They do not take home war manuals. They take with them those sources of information that are going to enhance and increase their