

cited the case of two Polish ships which had been manned at the port of New York from the Canadian manning pool on the instructions of the Director of Merchant Seamen. These men are not eligible for the bonus.

Casualties

Mr. Randles stated that the percentage of casualties in the Merchant Marine was greater than in any of the other Services. At the beginning of the war, there were 1,100 seamen serving on ships of Canadian registry. Fatal casualties during the war were approximately 1,200. The United Kingdom had approximately 38,000 fatal casualties since September, 1941, out of a total strength at the beginning of the war of 185,000. There have been relatively few injuries, most of the casualties being fatal.

To summarize the recommendations of Mr. Randles:—

- (1) That provision be made in peacetime for courses, at the expense of the Government, with allowances, for any seaman deemed suitable for qualification for a higher rank, who has received, or is eligible to receive, a bonus under the Merchant Seamen Special Bonus Order, and it should be noted that no time limit is feasible by reason of the requirement for intervening sea experience between courses of instruction;
- (2) That the requirement of six months' service, prior to April 1, 1944, in dangerous waters to qualify for Special Bonus be removed.

Section 7 (b)

CIVILIAN CREWS OF GOVERNMENT VESSELS AND OF CABLESHIPS

The Interdepartmental Committee on Veterans Affairs had before it the letter of October 16, 1945, from Mr. Gordon B. Isnor, M.P., to the Chairman of the Special Committee on Veterans Affairs last session, wherein Mr. Isnor expresses the wish to present to the members of the Parliamentary Committee representations which he has received on behalf of members of the civilian crews of Government vessels and of the *Cyrus Field* and *Lord Kelvin*, two of the cablesheets which make their headquarters at Halifax.

The Interdepartmental Committee ascertained that the third cablesheet based on Halifax is the *John W. MacKay* and that these three ships are owned by the Cable Companies—the MacKay, the Commercial, and the Western Union.

The vessels are merchant ships of United Kingdom registry and the Committee was informed that, allowing for turnover of crew, the total number of men employed on one of these ships since the outbreak of war might be as many as fifty.

The crews of the vessels operated by the Department of Transport in such work as the supplying of lightships are Government employees.

The Interdepartmental Committee was advised that the crews of both of these classes of vessels were called upon to sail in dangerous waters, and that a very large percentage were of Canadian domicile.

Section 7 (c)

HALIFAX PILOTS

The Interdepartmental Committee on Veterans Affairs examined representations by Pilot N. L. Power and Captain R. M. Betts of the Halifax Pilotage District and a communication dated February 8, 1946, from Commander C. P. Edwards, Deputy Minister of Transport.