

HOUSE OF COMMONS—TRANSLATION OF
GOVERNMENT PUBLICATIONS

Mr. Robert McCleave (Halifax): Mr. Speaker, the problem that I raise came to the attention of the country last week in the television program "Twenty Million Questions" when one of the journalists, Mr. Charles Lynch, displayed a volume which he said was the Canada Year Book, 1966. He said that much of the country was denied reading this volume because an adequate translation of the Canada Year Book, 1966, in the French language was not then available. Apparently the Canada Year Book, 1966, had occupied considerable warehouse space for approximately three or four months since it was ready in the English version.

There is difficulty in dealing with language problems in this house. For one thing, it is not considered sporting for an English speaking member to mention section 133 of the British North America Act, and if we point out that telephone operators have been treated rather shabbily because of their language limitations, some of us are met with sneers and jeers. I wonder sometimes whether bilingualism is an excuse to improve Canada or some ill-fancied revenge. I hope that its objective is the improvement of our country by giving us a broader based culture. Certainly, as we all know from school, the study of other languages is intellectual nourishment in itself. Therefore I approach this question in that light.

How can we prevent incidents, such as that which has occurred with regard to the Canada Year Book, happening over and over again? First, I suggest that because the matter is now out in the open it should be easier for government departments and the Civil Service Commission to recruit more translators for the public service of Canada. That is my first suggestion, a stepped-up recruiting program.

My second suggestion is special courses for gifted people in the translation field. Departments might pay for their education in return for several years service. This is a technique that is used in the Department of National Defence to attract officer material. A third step that I would suggest is the initiation of more documents in the French language. I understand that the pressure lies in English to French translation or, to use the expression a translator used to me, the English to French flow. Perhaps if more documents were initiated in the French language it would take some of the pressure off the

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English to French flow and would tend to equalize the problem.

As a fourth step I would suggest that there be more translating staffs in departments themselves rather than in centralized bureaux. Finally, Mr. Speaker, my fifth point, to prevent what I regard as a rather sad incident, is to parcel out some of the translating work to the language departments of Canadian universities. I think the house will see that my attitude toward the problem is on the positive side. I would like to see the problem overcome.

[Translation]

Mr. Jean-Charles Cantin (Parliamentary Secretary to Minister of Trade and Commerce): Mr. Speaker, the only reason for the delay in the public release of the Canada Year Book 1966 is the shortage of personnel in the translation division.

I am told that in a few days both the French and English versions will be ready and it will then be released to the public.

Now, my good friend knows that the policy of this government is to release publications simultaneously in both French and English.

[English]

• (10:10 p.m.)

SHIPPING—REQUEST FOR REPORT ON
SAFETY DISCUSSIONS

Mr. Frank Howard (Skeena): Mr. Speaker, for some time now there has been growing concern about safety matters aboard ships, particularly in the seaway and in the St. Lawrence river, on the part of the Seafarers' International Union. The Canada Shipping Act contains provisions which permit the government to establish regulations for manning levels and safety factors but so far this has not taken place. In other words, the government has not exercised the authority which parliament gave it many years ago to establish by regulation certain manning standards and safety factors.

Recently a meeting was held at Dorval called by officials of the Department of Transport or by the department itself on the matter of policy which was attended by representatives of the shipping industry and of the employees who work in that industry. There is a certain conflict of attitude as to the matter of safety. One point of view advanced by the government not too long ago is that the manning scales or manning levels aboard ships should be the subject matter of collective bargaining. I do not subscribe to that view because I do not think that collective bargaining should take place in respect of the