

*Supply—Transport*

requiring certified lifeboat men. I should point out also there are examinations required of foreign going masters and mates. I have all the documents here for the hon. gentleman to inspect at any time he desires.

Now, whether or not the regulations, which are very stringent and which are enforced by the Board of Steamship Inspection, a body completely independent of the minister, are adequate to meet modern needs is something we are constantly studying in the department. We are seeking constantly to make changes wherever they may be required.

At a later time, I should like to go into some of the other points raised by the hon. gentlemen regarding the S.I.U. representations and the meeting at Montreal about radio. A great deal has been done. On another occasion I should like to put the record straight, but I did not think the hon. member for Skeena would want the impression to be left that there were no regulations at the present time or had not been in the past for the safety of crews on ships, because that would not be in accord with the facts.

**Mr. Barnett:** I wonder if I might ask the minister a question? I wanted a statement from him on the question of shipbuilding subsidies. I have no desire to make another speech on the subject unless there appeared to be some useful purpose to be served by it. Did I understand the minister correctly that if the government of British Columbia makes representations they would be considered? I ask that, in light of statements which have been made by the Minister of Municipal Affairs in British Columbia to his constituents, stating that at least two new ferry services would not be inaugurated because there are no shipbuilding subsidies. Has the government of British Columbia made any representations to the federal government on this subject?

**Mr. Pickersgill:** No representations have been made to me. I have not checked in the last few days with any of my colleagues, but the last time I did raise the matter I was not made aware of any representations other than the slightly extravagant ones, I thought, made in public by the Premier of British Columbia which I read in the newspaper. He seemed to share the views that were expressed here in this house about my malevolent influence. I can assure hon. members that the statement of policy I made was the policy of the government. I had no more to do with it than any other member of the

government. I really would not like any serious minded person to think that a province in which a great part of my family has lived for many years, and which I have visited almost every year for the last 25 years, is a community for which I have anything but the same admiration I have for any other part of Canada, with the exception perhaps of two places to which I am especially sentimentally attached.

[Translation]

● (4:40 p.m.)

**Mr. Vincent:** Mr. Chairman, last year, on June 28, as reported on page 2968 of *Hansard*, I raised a matter brought to my attention by a group of Canadian employees of the C.N.R. It concerns C.N.R. stationmasters across Canada who, last year, and rightly so, complained about the treatment they were getting as concerns their salaries. I said at that time that I had written to the Minister of Transport (Mr. Pickersgill) concerning their representations and that he had replied to my letter. I raised the matter in the house but, because of the dissolution of parliament, or perhaps because the minister did not have yet the opportunity to consider the matter fully, I did not get a definite answer.

Here is the background of this matter: Last year, following long and arduous negotiations, the C.N.R. stationmasters' union was compelled to accept \$375,000 in compensation for a loss of commissions amounting to more than \$1 million they collected each year.

Those \$375,000 were distributed as follows: 6 per cent for the Atlantic provinces, 25 per cent for the lower St. Lawrence area, 25 per cent for the Great Lakes area, 24 per cent for the Prairies and 11 per cent for the Mountain area. At that time, I mentioned that some of our stationmasters would lose \$100 or \$200 in salary every year, while others would lose over \$1,000 every year.

When I communicated with the Minister of Transport in that connection, he told me to ask the stationmasters involved to ask their union, the Order of Railway Telegraphers, to make the usual representations to the company. They asked the association but they were compelled to accept the C.N.R. offer of \$375,000 and not a penny more. The railway told them they had to take that because it wanted to eliminate commissions through negotiation or otherwise.

Mr. Chairman, I have three letters selected among a quantity I have received from stationmasters. We see for instance that, in 1962,