

*Supply—Transport*

**Mr. Pickersgill:** Mr. Chairman, I wonder whether I could adopt the expression of the hon. member for Winnipeg South. As a quiet Manitoban I should like to say just a word in reply to a patient British Columbian. I am not sure that the adjectives suit either of us. In respect of the persecution of British Columbia, I do not think I should really comment on that phrase. It is too flattering to me to think I could persecute that great and booming province or anybody in it.

As I said the other day in response to another question, after the hon. gentleman asked his, the purpose of the shipbuilding subsidies when they were originally brought in by the government of the right hon. gentleman opposite, and as they are to be revived as soon as parliament acts, is to encourage shipbuilding and provide employment. It did not seem to us likely that it was necessary to provide shipbuilding subsidies in order to have the provincial government in British Columbia build its ships in that province. It did not occur to us that they would consider building them anywhere else. However, if there is any serious consideration of that course, I feel quite sure—as I indicated the other day that if the government of British Columbia wishes to make representations that these subsidies would be necessary in order to ensure the building of the ships in British Columbia, the government would listen, as it always does, to the representations of the government of that great province.

**Mr. Winch:** I know you will listen, but you don't act.

**Mr. Pickersgill:** It is parliament that has to act, and I am sure the hon. gentleman will have something to say when the particular item comes before parliament for consideration. With respect to the port of Vancouver, my colleague the Minister of Northern Affairs and National Resources, announced some time ago that I had agreed to go at the first convenient opportunity to Vancouver. I can assure the hon. gentleman that I shall go with my eyes open and I shall do my best to keep my ears clean. I shall also do my best to keep my mouth shut, though that has always been very hard for me in British Columbia, as some hon. members with long memories will recall.

● (4:30 p.m.)

Above all, I shall try to get a clear understanding of what new things need to be done and what improvements need to be made to

[Mr. Winch.]

old things. Everybody in this country knows that the port of Vancouver is growing more rapidly than any other port in the country. It is just at the beginning of its progress. Everybody knows that we have not developed this port rapidly enough, just as we have not developed rapidly enough the facilities for getting things to that port, as most of the speeches this afternoon have indicated.

Perhaps if I were to be partisan I might say that three or four years ago none of us would have calculated that this twentieth century historical phenomenon, that whenever there is a Liberal government the country grows faster than we believe possible would have happened again so quickly.

**Mr. Winch:** You had better take your own advice and keep your mouth shut.

**Mr. Pickersgill:** Perhaps that is right. I really felt that I should not let something else go by that was said by the hon. member for Skeena in his customarily able manner this afternoon. He left the impression, I think, that because there were no regulations made under section 407 of the Canada Shipping Act, nothing had been done by the government or my department to insure the safety of the crews of ships. I should like, in the briefest way possible, so that that impression will not go out over the week end without some correction, to point out that section 464 of the same act calls for a customs officer to detain a ship on the complaint of any person if he has reason to believe it is unsafe by reason of undermanning. The section provides that a steamship inspector rules on the question of whether a crew is sufficient before the ship is cleared. It would be open, therefore, to any member or officer of a union, or indeed any other interested person, to make a complaint to a customs officer about any ship. There is a duty on the steamship inspector to take the matter under consideration at once and he has the power to detain the ship until it is properly manned.

There is a specific provision in section 164 requiring qualified masters and mates. These are constantly checked, of course. Under section 115 there is a specific provision requiring qualified engineers and clearly specifying the qualifications required. Even under section 232—I do not know why I said "even" because this is just as important on a ship as anywhere else—there is a provision requiring qualified cooks on certain kinds of ships. The hon. gentleman himself referred to section 51 of the lifesaving qualification regulations