

*Railway Act*

## NAYS

## Messrs:

Balcer	Green
Black (Cumberland)	Harkness
Blair	Hodgson
Brooks	Lennard
Cardiff	Macdonnell (Greenwood)
Casselman	MacLean (Queens)
Catherwood	McLure
Charlton	Murphy
Churchill	Nowlan
Diefenbaker	Tustin
Dinsdale	White (Hastings-
Drew	Peterborough)
Fairclough, Mrs.	White (Middlesex East)—
Ferguson	27.
Fraser	

**Mr. Fulton:** I was paired with the hon. member for Yorkton (Mr. Stewart), who is ill in hospital. Had I voted, I would have voted against the motion.

**Mr. Ross (Souris):** I was paired with the hon. member for Melville (Mr. Gardiner). Had I voted, I would have voted against the motion.

The house went into committee, Mr. Dion in the chair.

**Mr. Chevrier:** Mr. Chairman, one or two questions were asked during the discussion of the main resolution which I should like to answer at this juncture. The hon. member for Vancouver-Quadra indicated that this resolution was pulled out of a hat, as it were. I want to assure him that such is not the case, that the government approved of the increases for other members of the board of transport commissioners for several reasons. One of the reasons was that given by the hon. member for Cape Breton South, namely that there was a substantial discrepancy between the salary which the chief commissioner will be in receipt of when this bill goes through and the present salaries of the members of the board of transport commissioners. Then again, another reason is that over a period of many years the salaries of members of the board of transport commissioners have been higher, as a general rule, than those of all other boards. They also have been comparable to the salaries of the members of the judiciary for some time. The report of the Gordon commission, which was established in 1946, dealing with administrative classifications in the public service, to which is added an appendix D, sets out and recommends in effect that the members of the board of transport commissioners should receive at least \$2,000 more than the amounts recommended for members of other boards. During the discussions in the committee I indicated what was said by the royal commission on transportation. At page 273 of their report they stated that, because of the tenure of office of the members of the board, they felt consideration

should be given to their present status. Having regard to all that, the government consented to the motion which was made in committee.

As to the question which was asked by the hon. member for Royal, there are normally six members of the board of transport commissioners. At the present time there are five. There is one vacancy. They are appointed for a period of ten years.

**Mr. Brooks:** I asked the minister to tell us how long each of the individual commissioners—

**Mr. Chevrier:** I am sorry, but I cannot follow what the hon. member is saying.

**Mr. Brooks:** I beg the minister's pardon?

**Mr. Chevrier:** I did not understand the hon. member's question.

**Mr. Brooks:** I thought I made it quite clear.

**Mr. Chevrier:** I could not hear. Someone was talking to me while the hon. member was asking the question. Would he mind repeating it?

**Mr. Brooks:** I should like to know the length of time each commissioner on the board has to run.

**Mr. Chevrier:** I could not give that information from memory. I could get it during the course of the debate on the bill. As to the chairman, he has just been appointed. As to Commissioner MacPherson, his term was extended last year, I believe. As to Commissioner Chase, I think the same applies to him. As to Commissioner Sylvestre and Commissioner Wardrope, I could not say; I would have to inquire. But I will get the exact details and give them to my hon. friend.

**Mr. Green:** There is, of course, a complete answer to the minister's statement that the government has given such careful thought to the need for increasing these salaries, and the answer is this. On October 23 first reading was given to Bill 12 amending the Railway Act. In that bill the government did not see fit to provide for these increases at all; there was no suggestion whatever that the government thought the salaries should be increased until, in the committee last week, or it may have been the week before, a private member stood up and moved that these increases be brought into effect. Therefore the minister's argument that this had all been carefully considered and that there was a very good reason for the increases is just a lot of poppycock, in view of the manner in which the matter was handled.

**Mr. McLure:** We are all in pretty nearly the same boat in this, in that we do not know what we are dealing with. So far as I