

berg on bringing forward this legislation. Whether 50 people or 50,000 are affected by it is not important; it is a means of calling attention to the fact that a portion of our working population may not have the protection, under the safety code, to which they are entitled. It should again be emphasized, though, that we do have a constitutional problem in this area, as in many others.

The hon. member saw fit to relate his amendment to the Canada Labour (Safety) Code with the idea of determining which measure would be the more appropriate. I would call attention to a booklet called "Planning for Safety" which is put out by the accident prevention and compensation branch of the Department of Labour. One of the paragraphs in this excellent brochure reads as follows:

The Canada Labour (Safety) Code is an employment safety act which, subject to any other act of the Parliament of Canada, applies to all works, undertakings and businesses under federal jurisdiction. Through its circular 1968-54 the treasury board issued "Occupational Safety Policy—Public Service of Canada", whereby the principles enunciated by this act, as well as any regulations issued under its authority, may apply also to the public service of Canada.

The hon. member is asking the federal government to assume jurisdiction in this instance by accepting the proposed amendment. I welcome the opportunity to take part in a debate of this kind because the emphasis is placed where it should be placed, that is, on the safety of workers in Canadian industries whether they are employed in mining, the production or chemicals, marine undertakings or some other field.

As one who lived in northern Ontario for some time when my father was working underground for International Nickel, I recall that the theme at that time seemed to be "production first and safety second". Then, due in large measure to the fact that a union came into full effect in the mining industry in Sudbury and northern Ontario, the company took a second look at its position. Those concerned found to their surprise that by making safety the No. 1 priority, production improved. So any move which emphasizes the importance of safety is something we should be happy to support, particularly having regard to the publicity received by debate on almost any subject in the House of Commons.

It would be folly to suggest that consideration has not already been given to this problem. In fact, my research on the subject, limited as it was by the facilities and personnel available to me, turned up a considerable amount of information and illustrated the concern which both industry and government have shown for the safety of workers in industry. Indeed, I was surprised to find that such a large measure of concern was shown not only by labour but by management.

The subject of industrial safety seems at last to be getting the recognition it deserves. I doubt whether one can visit any factory or workshop in Canada today and not see signs drawing attention to the number of days which have elapsed involving loss of time, or drawing attention to the fact that a certain crew had the best accident-free record during the month. There was a time not so long ago when we did not see this interest taken

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in many industries. That position has now changed, due to the legislation which has been enacted and due, also, to the interest shown by the kind of amendment which the hon. member is proposing today.

It may be of interest to note that during my research into the area covered by the hon. member's bill I received a copy of the INCO "Triangle" containing a reference to Creighton Mine, Ontario, where I was born, some 12 miles out of Sudbury.

Some hon. Members: Hear, hear!

Mr. Cullen: An article in the magazine is headed: "The boys at Creighton have done it again—one million safe man-hours from October, 1970, to January 10, 1971." This, in itself, is significant. Even more significant is the fact that this is the twenty-fifth time since 1946 that this kind of recognition has gone to what are called here the "Creighton boys". This indicates the kind of co-operation and recognition that labour is giving in this field. I was interested to read that the Ontario division general manager, Mr. Johnny McCreedy—hockey enthusiasts will recognize this as being a famous name in hockey circles—had stated, with regard to the safety efforts of employees:

This certainly attests to a fine co-operative effort on the part of the entire work force in safety in conjunction with a high level of production.

So there is something to be gained not only by workers but by management. I hope that all companies, particularly those engaged in the marine industry which we are discussing today, will take note of the statement made by Mr. McCreedy. Some underground workers have the idea that they are not working in a particularly safe place. As one who had an opportunity to work underground, I can tell the House I felt much safer working there than I did working on many construction enterprises. I do not know whether marine workers feel that their work is as dangerous as that of workers underground. I hope that the standards of safety set out in the bill will move every industry covered by the code, particularly the marine industry with which we are dealing today, to emulate the fine record to which I referred a few minutes ago.

• (4:20 p.m.)

Some hon. Members: Hear, hear!

Mr. Cullen: I hope hon. members will not applaud for too long because I would like this bill to get to a vote if possible. I think the Canada Labour (Safety) Code should be concerned with the safety and health of workers engaged in the maritime industry.

As I have said, I do not think the hon. member has made a mistake in bringing his amendment under the aegis of this bill. Perhaps he had good advice from a member of the legal branch of the Department of Justice or from one of the officers of the Department of Justice, but I feel he has brought his amendment within the right area, and it is surely a matter that is within the aegis of the federal government's responsibilities. On our coasts we are dealing with international traffic, which is