

*Proceedings on Adjournment Motion*

I think this is a very big weakness in the pay scale as announced. My final point would be that there is a danger in adopting this method of setting up two classes. First, one would go to WO 2, and there is no incentive to go any further; and the other would be a return to days which we hoped had long since gone by, when the officer class was drawn from a level of society higher than those with the humbler backgrounds, who did not have an opportunity to rise to His Majesty's or Her Majesty's commission.

This is the real danger, and I hope the Associate Minister of National Defence, in whom I have a great deal of confidence and trust, will undertake to look at the argument I have advanced here this evening.

*[Translation]*

**Hon. Léo Cadieux (Associate Minister of National Defence):** Mr. Speaker, I thank the hon. member who has just resumed his seat for the kind words he had for me. I must return the compliment, because he is one of the members of the opposition with whom it is most pleasant for me to work and I am sincere in saying it.

*[English]*

I have taken notice of the first question posed in the house, Mr. Speaker, and I was prepared to answer that question. However, the hon. member has now expanded it a little bit.

The prepared answer that I had ready to give relates to the question which was asked the other day, but I hope it will partly cover the subject matter which he has raised tonight. As a matter of fact, I think it does more than indicate that there is room for compromise both on the chief petty officers' side and the naval lieutenants'.

In a number of cases it is true that the pay received by a chief petty officer is greater than that of a naval lieutenant. I suggest, however, that this is not a situation which exists solely in the armed forces. I can think of many instances in business and industry where a master craftsman receives more than a junior executive.

In the case of the armed forces, a chief petty officer does not attain that rank unless he has the experience of many years of service and has achieved substantial trade qualifications. He is, if I may be permitted to make a slight comparison to industry, the master craftsman or the foreman. He has often been referred to—and I agree with this assessment—as the “backbone of the

navy”. He has attained the peak of his non-commissioned career.

The naval lieutenant, on the other hand, is, by and large, on the threshold of his professional career. He has received the training necessary to enable him to begin practising his profession. He has every opportunity to compete for higher rank, right up to chief of defence staff. He has the opportunity to receive far more remuneration in the long run than the chief petty officer.

In conclusion, Mr. Speaker, I would like to point out that the situation referred to by the hon. member for Halifax was in existence long before the recently announced changes in the pay structure. The new structure continues to reflect this principle and has in all probability enlarged the number of chief petty officers who can be given recognition for their trade qualifications and service experience.

From the reports being sent to national defence headquarters, this and the other aspects of the new pay structure have been most favourably received by the servicemen.

I want to repeat for the benefit of the hon. member—

**The Acting Speaker (Mr. Rinfret):** Order. I regret to interrupt the minister but the time allotted to him has expired.

*[Translation]*

TRANSPORT—LOTBINIÈRE, QUE.—REQUEST FOR PROTECTION AT LEVEL CROSSING

**Mr. Auguste Choquette (Lotbinière):** Mr. Speaker, my question concerns the Minister of Transport (Mr. Pickersgill). I thank him most sincerely for the generosity he is showing by being here to answer personally.

This week he announced that an inquiry on the Dorion tragedy will be carried out by the Board of Transport Commissioners for Canada. That is undoubtedly an appropriate step.

However, I would like to make the following reservation, Mr. Speaker. I would find such an inquiry rather pointless if the citizens concerned did not appear before the board to voice their grievances and to offer solutions on the whole problem of level crossings.

If that were the case, it would be merely another of those fine inquiries whose only merit consists in providing attorneys with generous fees and which seldom results in the taking of efficient steps.

Therefore, Mr. Speaker, I urge the people to appear before the board so that ingenious ideas may be voiced in such a way that we