

*St. Lawrence Pilots Work Stoppage*

General McNaughton has done on the international joint commission and to his distinguished service to Canada in war—from the first world war—and in peace. General McNaughton is a man whose integrity, honesty and honour are above reproach and are recognized on all sides.

As he is leaving the international joint commission I cannot think of anybody better equipped for that position than the man who has been mentioned by the Prime Minister as the new chairman of the Canadian section. Mr. Heeney, as the Prime Minister has said, is also a very distinguished public servant. He has filled many important posts, and he has filled them all with great distinction. I am sure he will fill this one with great distinction too.

**Mr. H. W. Herridge (Kootenay West):** Mr. Speaker, I and the members of this group wholeheartedly join with the leader of the official opposition in paying tribute to General McNaughton and the great service he has rendered to Canada, in world war I and world war II, as president of the national research council, as a member of the joint Canadian-American committee on defence, and in other organizations, and particularly during the last 10 years as chairman of the international joint commission. In that regard, Mr. Speaker, he was fully qualified to occupy the position because of his capabilities as a scientist, an engineer and an administrator.

With respect to the announcement made by the Prime Minister, I must frankly say that while we in this group recognize the record of the gentleman who has been appointed, in the Department of External Affairs, as an ambassador and in other posts, we say most emphatically that this position requires a man of at least equal ability with respect to scientific and engineering knowledge, and as an administrator, to General McNaughton, and we are of the opinion that Mr. Heeney does not fulfil those requirements.

(Translation):

**SHIPPING****ST. LAWRENCE RIVER—STATEMENT ON STRIKE OF PILOTS**

**Hon. Leon Balcer (Minister of Transport):** Mr. Speaker, certain questions were asked yesterday about the work stoppage of the St. Lawrence pilots and as to the legality of that stoppage. When those questions were being asked, I was having separate talks with the shipowners and the representatives of the pilots.

From a legal point of view, pilots are not party to individual or collective contracts, but hold positions which under the government certificate constitute a monopoly. The gov-

[Mr. Pearson.]

ernment collects fees from the shipowners, which are afterwards handed over to the pilots to be divided among themselves. Section 329 of the Canada Shipping Act and pilotage regulations enacted by order in council under that section specifically provide that pilots must carry out their pilotage duties; their present refusal to do so is therefore illegal.

Yesterday I met with representatives of the Shipping Federation of Canada and of the Canadian Shipowners Association; meanwhile, officials of my department were in touch with the Dominion Marine Association. Those associations represent all the shipowners involved. They claim that since the work stoppage is illegal, they would greatly jeopardize their future situation if they were to enter into direct negotiations with the pilots before there is any indication that the stoppage is nearly over. They stated that they have had a lot of trouble with the pilots in that connection these past few years; in their opinion, the consequences of such steps taken by the pilots in recent years are so serious that the situation calls for a public investigation.

They informed me that, under the circumstances, they will do everything they can to continue the operation of their ships without the help of pilots, even though that may cause some delay; in their opinion, such action will not interfere with shipping. They stated that, in their opinion, the situation has reached the point where they have to accept a continuous suspension of work, if need be, in their own long-term interest. As for me, I asked them not to take an unyielding attitude in this matter and I expressed the hope that they would agree to another meeting with the pilots.

I then met the pilots' federation representatives from the main pilotage districts of Quebec, Montreal, Montreal harbour, Cornwall and Kingston. I explained the shipowners' stand to them and I gave them to understand that they were violating the clauses of the Canada Shipping Act and the pilotage regulations established thereunder in refusing to perform their duties, adding that I greatly regretted that they had seen fit to take that step on a short twenty-four hours' notice. I also conveyed to them my feeling that the shipowners no doubt firmly intended to see that the ships' movement was not interrupted.

In view of the fact that the pilots had mentioned certain delays and difficulties in connection with their working conditions, we looked into the background in that regard and I pointed out to them that out of the five