

Adjournment Debate

already done so. It must therefore know something of the attitudes within the workplace.

I point out that in answer to a Question No. 3,505 on the Order Paper, I really received a wealth of information.

The Minister told me yesterday that there are 10,000 employees in Corrections Canada. I think that is probably accurate, because there are about 10,000 inmates within the federal corrections system, and we know that there is a ratio of about one employee to every inmate. That does not mean that there is one line officer to every inmate, but there is one employee. If we examine the return of the question as it was given to me some months ago, we find that about 50 per cent of the employees in Corrections Canada are somewhere in the managerial class. About 50 per cent—possibly as low as 40 per cent, maybe as high as 60 per cent, but in that range—of the employees of Corrections Canada are managerial and the rest are line officers. It is no wonder that the people at the CX level in Corrections Canada are nervous about the cutbacks in their program, because you can rest assured, Sir, that the cutbacks will not come at the managerial level. Cutbacks always seem to come at the line officer level, the CX class. That is why people are worried about whether or not the survey will continue.

• (1805)

I point out, for example, in the Joyceville Prison there are 156 CX officers and 145 other employees. In Millhaven there are 224 CX officers and 164 other employees. At the Regional Reception Centre there are 155 CX officers and 121 other employees. At Drumheller there are 162 CX officers and 134 other employees, and so on down the line it goes.

If we have that proportion of management in the penitentiary system, is there not enough expertise to conduct this kind of a survey? Is it necessary to spend more tax dollars on another survey? It is bad enough to spend those dollars. I am not so much concerned about the taxpayers expenditures, but the fact that the managerial staff is so cut off from the line officers that it cannot get to the heart of the problem. It becomes a staff management problem rather than an inmate management problem. If there is not enough trust between management and CX officers that they are unable to find out where the problems lie, then the problems of management are worse than the problems of the inmates.

[*Translation*]

Mr. Alain Tardif (Parliamentary Secretary to Solicitor General): Mr. Speaker, yesterday during Question Period, the Hon. Member for Surrey-White Rock-North Delta (Mr. Friesen) asked the Solicitor General (Mr. Kaplan) why Correctional Service Canada was conducting a poll among its employees. Correctional Service Canada, which employs about 10,000 people, has, in fact, sent its employees a memo urging them to take part in a survey aimed at obtaining a better understanding of their attitudes toward the workplace and working conditions. All are free to participate or not.

The Canadian Gallup Poll organization has been asked to conduct this survey which will consist of several hundred telephone interviews. The survey will cover general attitudes and opinions of employees and no questions of a personal or private nature will be asked. All the data collected will be strictly confidential, and replies of respondents will be compiled and analyzed in a statistical report.

Mr. Speaker, the Solicitor General has also indicated that the opinions and concerns of employees within Correctional Service Canada are very important to him. The results will be put to good use in labour-management relations. I hope the Hon. Member will be interested in seeing the results of this survey. As the Solicitor General said, the questions along with the answers will be available when the survey is completed.

[*English*]

LABOUR RELATIONS—EASTERN PROVINCIAL AIRWAYS
DISPUTE—ENFORCEMENT OF SAFETY REGULATIONS

Mr. Howard Crosby (Halifax West): Mr. Speaker, once again my purpose is to review the labour-management dispute at Eastern Provincial Airways. Let me begin my remarks by providing some background material.

On January 27, 1983 the pilots of Eastern Provincial Airways, represented by the Canadian Air Line Pilots Association, exercised their right under the Canada Labour Code to strike after failing to reach an agreement through collective bargaining. Over the intervening weeks and months it became apparent that the pilots were willing to accept more onerous working conditions in order to return to work, provided their jobs would be reinstated on the basis of the existing seniority rules common to all Canadian airlines.

The management of EPA made it clear that any back-to-work agreement must provide for the retention of pilots promoted or hired during the course of a strike. This led to an impasse that precluded agreement on the terms and conditions under which the pilots would work. Whether one agrees or disagrees with the legalization of strikes, all Canadians must acknowledge that the right to strike exists under federal statutory law approved by the Parliament of Canada. Consequently, a denial of the right to strike when legal conditions are observed or interfering with the rights of strikers cannot be justified.

• (1810)

Faced with this situation I sought on two occasions, on April 29 and on May 25 of this year, to raise the matter in the House of Commons. My purpose was to ensure that the Canada Labour Relations Board would review carefully and quickly any matters in dispute so that a settlement could be reached at the earliest possible date. A second even more important concern was the safety of the public and its protection through the officers of the Department of Transport in carefully monitoring and enforcing the safety regulations that exist. Safety measures could easily be neglected when an