

Some hon. Members: Agreed.

Clauses 6 and 7 agreed to.

On clause 8—*Railway services to be resumed.*

**Mr. Knowles (Winnipeg North Centre):** Mr. Chairman, we gave notice of an amendment to clause 8 similar to the amendment that was moved by the hon. member for Saskatoon-Biggar to clause 4. I take it that the minister will move his amendment when he reaches clause 14 and that it will cover this group as well as the others.

**Mr. Munro (Hamilton East):** Quite so.

**Mr. Knowles (Winnipeg North Centre):** Therefore we shall not move that proposed amendment.

**The Deputy Chairman:** Shall clause 8 carry?

Some hon. Members: Agreed.

Clause agreed to.

On clause 9—*Terms of collective agreements amended.*

**Mr. Neale (Vancouver East):** Mr. Chairman, I wish to propose an amendment to clause 9. As, not surprisingly, a similar amendment was shot down in flames previously by the "friends of the workers," I expect mine will get short shrift. Nevertheless, I feel there are a few things I have to contribute, in the hope that hon. members on the other side of the House and hon. members to my right will take them into consideration when the "proverbial" hits the fan in the next few weeks, because I expect it will.

**An hon. Member:** Explain.

**Mr. Neale (Vancouver East):** Earlier today the Minister of Transport and the hon. member for Verdun told this House about the expertise they had derived from their many years of negotiation. Prior to coming to this place I spent 27 years as a full-time trade union leader. Most of that time was spent in negotiations, in arbitration and conciliation covering every aspect of this question federally and provincially. I like to think that during that 27 years a little expertise rubbed off on me.

In those years I learned two things specifically that have concerned me all day, and I want to relate them. One has to do with the problem of arbitration. I have never advocated arbitration, and have never advocated compulsory arbitration in my life—and I have no intention of doing so tonight, tomorrow, or Sunday, if we stay that long. I want to give you some idea why. In British Columbia, the previous government brought in legislation which provided for compulsory arbitration. They called it the mediation act. There is a senator sitting in the other place who agreed to compulsory arbitration in British Columbia. The settlement, after arbitration in that case, was less than the workers had been offered during negotiations.

Two years ago in British Columbia, 40,000 construction workers were out on strike. They were ordered back to work by the provincial government and refused to go, but went back into negotiation because the government did not enforce the legislation. Subsequently, they got the best settlement they had ever received in all the negotiations I

### *Railway Operations Act*

can recall in British Columbia. That gives you some idea of what arbitration is all about.

I have never known arbitration to give a better settlement than that previously offered. What has been offered in this case is the bill that is before us now. I also know that the railroad workers have some knowledge of arbitration, because they have been sandbagged—not for two years, nor for ten years, but for over 40 years in this country. If you go back in history you will find that during the depression they took any kind of job they could get. Then the war came along and their wages were fixed by law. As a consequence they got nothing more. Since the war, even though the Minister of Labour talks about the right of free collective bargaining, the railway workers have not had it. Nobody can tell me that an employer will negotiate in good faith if he knows that at the end of the road there is compulsory arbitration.

• (0100)

We talk about honesty and fair bargaining on both sides in past settlements just because we have not had to force them back on every set of negotiations. But there were only fair and reasonable negotiations on one side because employers knew all along that they just had to sit tight and offer practically nothing in order to force the workers to strike, and then this House would order them back to work under compulsory arbitration.

Years ago there was a song called "King of the Road," which had something to do with hoboos. That is not the true meaning of King of the Road which was introduced at about the time Eugene B. Debbs was leading railroaders in the United States and led them to higher wages. Even with the amendment that we have passed this legislation does not bring the railroaders level with the cost of living.

The minister accused the leader of my party of blackmail when he suggested that my leader said they would not order their people back to work with this legislation. If you think that is blackmail just listen to this. I have had telephone calls and telegrams from people in the railroad unions in western Canada who have told me that even if their leaders order them back to work they will not go. I know the west has always been a little more militant than the rest of the country, but the militancy seems to be spreading east in the labour movement. I expect real problems after we have supposedly fixed up the situation and settled the dispute.

I have been talking to railroad workers in British Columbia and would like to give some examples of how they have slipped behind other workers. An engineer in the yards told me that after 29 years' employment he earns \$36 a day. At Vancouver Plywood we start girls with no training at \$38 a day.

**The Assistant Deputy Chairman:** Order, please. The hon. member rises on a point of order?

**Mr. Cafik:** No, Mr. Chairman. I wanted to know if the hon. member would permit a brief question. He indicated that he had received a great number of telephone calls and telegrams. I would like to know where the telegrams came from, in view of the strike.