

annual vacations, bereavement leave and statutory holidays. Pre-eminent among the issues raised by the trade unions with the companies was the issue of wages. The shop craft group, for example desired a 23 per cent increase for all employes, plus 30 per cent for mechanics. The residual non-operating group desired a 12.5 per cent increase, plus 27 cents an hour, plus further provision for skill differentials. In the case of the Canadian Brotherhood of Railroad Trainmen the union asked a wage increase amounting to 90 cents an hour. All of these wage demands cover a period of two years.

The negotiations which led to the point at which we have now arrived began before the contracts expired on December 31 last. They began, in fact, in November 1965, and they continued for some time. Obviously, they failed. Therefore requests were made by various unions or groups of unions under the Industrial Relations and Disputes Investigation Act for the establishment of conciliation boards in accordance with the terms of the act. In fact, five such boards were established.

I propose to deal briefly in a moment with the timetable respecting the establishment of the boards, but I should say at this point that despite the fact that for the purposes of conciliation the groups were broken down into five different categories, the unions decided to act together in the event the boards failed to settle the disputes between themselves and the companies. That is why the concerted action which has resulted in this strike took place in the way in which we see it.

May I deal now briefly with the boards? Board No. 1 and Board No. 2 were under the same Chairman, Mr. Justice Munroe of the Supreme Court of British Columbia. He dealt with the demands of 83,000 non-operating and shop craft employees. The applications for these boards, despite the fact that talks began in November, were received in the department on January 27 with respect to the first one, and on March 1 with respect to the second. The boards were established on March 1, 1966, the day on which the second application was received.

Hon. Mr. McCutcheon: If I may interrupt the honourable Leader of the Government, I would ask him if we can put on the record that both management and labour asked that Mr. Justice Munroe be the chairman of the board.

Hon. Mr. Connolly (Ottawa West): Certainly, I would be happy to confirm that statement of Senator McCutcheon. It gives me an opportunity of saying that I think there is no one in Canada whom both the companies and the unions respect more than Mr. Justice Munroe. I know this from personal experience, because many months before this started I had talks with people on both the management and labour sides who confirmed this fact.

The boards were established, as I say, on March 1, 1966. The representatives of the unions and of the companies were appointed between March 10 and March 15, and they were confirmed by the department on St. Patrick's Day, March 17. They notified the minister that they had agreed on Mr. Justice Munroe as chairman on April 19.

This confirms the point that Senator McCutcheon makes.

Mr. Justice Munroe was appointed on the same day, April 19. The board's report was received by the department on July 4. The processes under the act proceeded. Strike action was decided upon on August 22, 1966, the strike to begin on August 26, four days later.

Hon. Mr. McCutcheon: Would the leader make any comment on the progress in negotiations up to the time that the Seaway workers were granted a 30 per cent increase?

Hon. Mr. Connolly (Ottawa West): No. Perhaps I should leave that to my honourable friend to deal with.

Hon. Mr. McCutcheon: I will deal with it.

Hon. Mr. Connolly (Ottawa West): I should like to get the record straight at this stage and then a discussion of this kind can be conducted. I have no objection to the discussion, but if the honourable gentleman would not mind I would prefer to proceed as I have planned. I may save some time for the Senate if I do so.

Board No. 3 sat under the chairmanship of the Honourable Mr. Justice J. C. A. Cameron. It dealt with the non-operating Canadian Brotherhood of Railway Transport and General Workers, numbering some 20,000. I need not go through all of the dates with reference to the establishment of this board. The union application was first received on March 21. The company nominee and the union nominee were unable to agree upon a chairman and notified the department on