

Grain Shipments

Mr. Speaker, I said previously and I will repeat that those employees have the right to strike, and we respect that right to strike. The House has not indicated to me that we should withdraw the right to strike.

There is no mention of a parallel set of responsibilities. Then at page 4199 of *Hansard* for March 18, in reply to a question of mine, the Minister of Labour (Mr. Munro) said:

This is a dispute situation. In a dispute situation such as this, we could not get into the question of assessing liability on innocent third parties. That is an inevitable result when you have the right to strike.

One would gather from the Minister of Labour that damage irrespective of amount is simply a part of labour-management negotiations. When the leader of this party asked the Acting Prime Minister (Mr. Sharp) a question on March 7, 1975, as recorded at page 3879 of *Hansard*, he replied:

It is the law of this country that people do have the right to strike.

As a thesis to my case I wish to point out that there are no rights in this country without parallel sets of responsibilities. We might refer to the Canadian Bill of Rights which lays down the basic rights for people. It talks about rights such as freedom of speech, freedom of religion and freedom of the press. We know in fact that none of those rights exist without responsibilities. In the second paragraph of the Canadian Bill of Rights we find this:

Affirming also that men and institutions remain free only when freedom is founded upon respect for moral and spiritual values and the rule of law;

When we take a look at the question of spiritual and moral laws I challenge this government, when the largest ship ever to go to the port of Vancouver is stranded at that port waiting to take grain destined for Bangladesh, to show where its sense of moral and spiritual law is.

I challenge members of the government to come forward and say what their mores are when they say this is not in the national interest. They take this position despite the fact that 12,000 people a day are dying of starvation or malnutrition. One must ask where is the moral obligation of this government when only 40 people can hold up the grain industry. Yet they have the audacity to talk about the rights of labour and management. Have we once heard these members opposite talk about the result in respect of third parties? Who is looking after the farmers who, in every instance, end up paying at least part of the shot and who, by their very nature, are prevented from being able to strike in order to retain some of the benefits for themselves?

This evening we heard a speech by the minister in charge of the Canadian Wheat Board. All I could conclude when the minister finished his speech was that I had never witnessed a greater example of an abortion created on the western farmers than by the Minister of Justice. The President of the Treasury Board referred to this debate tonight as a little strike. I dare him to go to the constituencies of western Canada and refer to this as a little strike.

I think the Liberal Party could be well known as an animal called the cheeta in respect of the western farm people because members of that party have shown their callousness in respect of this issue where it concerns the people who are in need of the production we can produce. I should like to document how serious the situation has

[Mr. Malone.]

been to the prairie farmer and how insensitive the present government has been. While I hear echoes from the other side I shall document how serious this is.

The government has cheated the farmer for the last couple of years in relation to the port of Vancouver. Let us deal first from the start of the crop year commencing with the week of July 28 to August 3, 1974. At that time we had the west coast grain handlers' strike which started on May 19, 1974. Let us go to the second week, the week of August 4 to August 10. The west coast grain handlers' strike continued and the Great Lakes lake operators strike started on August 8, 1974. In that same week there was a CNR derailment and the Albreda sub-line was closed on August 6.

Let us go to the week of August 11 to August 17. The west coast grain handlers' strike is on. The Great Lake operators strike continues, and there is another train derailment of the CNR at mile 25.1 at the Yale substation.

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Let us move on to the fourth week of the crop year from August 18 to 24. The labour strike of the west coast grain handlers is continuing under work to rule. The Great Lake operators strike continues, and there is a derailment of trains on the CPR at mile 13.4, Mountain substation. The main line was closed on August 18. Let us move on to the fifth week of the crop year. The west coast grain handlers strike is still in effect. The Great Lake operators strike continues, and there are two more derailments, one on the CNR and one on the CPR.

Let us now consider the sixth week from September 1 to 7. Here again we have the west coast grain handlers strike, the Great Lake operators strike, and another derailment of CPR on mile 38.3 at Mountain substation on September 1, 1974. Let us go on to the seventh week of the crop year from September 8 to 14. We have the west coast grain handlers strike continuing, the Great Lakes operators strike continuing, and three train derailments, the CNR derailment at mile 120.5 at the Ashcroft substation, the CNR derailment at mile 64.6 at the Fraser substation, and the CNR derailment at mile 64.6 at the Fraser substation at Prince Rupert.

Now let us review the eighth week of the crop year from September 15 to 21. The west coast grain handlers strike continues, the Great Lakes operators strike continues. That takes us to the ninth week of the crop year from September 22 to 28 when the west coast grain handlers strike continues, and the Great Lakes operators strike continues. Let us move on to the tenth week from September 29 to October 5 when the west coast handlers strike continues, the Great Lakes operators strike continues and there are two derailments, the CNR derailment at mile 38.4 at the Skeena substation at Prince Rupert and the CPR derailment at mile 104.3 at Mountain substation.

In the eleventh week of the crop year the west coast grain handlers strike ended on October 10, 1974. Then we move on to the twelfth and thirteenth weeks and, whoopee poo, there are two whole weeks in which all the unions are working and, miraculously, not a single derailment takes place.

But lest the Grits become too happy, let us move on to the fourteenth week, from October 27 to November 2,