

Feed Grain

procedure. I hope that this is one of the recommendations that comes out of the joint committee of the Senate and House of Commons when they complete their hearings.

As the hon. member for Timiskaming said, there are many other recommendations that are needed to bring collective bargaining in the government into the twentieth century, instead of it remaining in the nineteenth as it is at present in too many respects. I agree with him, but you must be realistic and work within the framework that exists. Sometimes you have to substitute goodwill for legality. That is the only way to bring peace to the post office until the legislation or the rules under which they have to bargain in the interval are changed, hopefully for the better, depending on the wisdom of the people who participate on that particular committee.

Coming back to the matter of feed grain, there is feed grain and there will be feed grain in sufficient quantities for the farmers in the east. The question is: Will the people be able to obtain it in a peaceful manner? That will depend upon the ability of government, federally and provincially, to see that the law of the land is enforced for the good of democracy, which is the reason we are all here.

I just want to say that it is a sorry day when an international president, in this case of the longshoring industry, can dictate to law abiding longshoremen in Saint John and Halifax—

Mr. Forrestall: They did not listen to him in Halifax.

Mr. Mackasey: No; Halifax had the courage to tell him where to go, and I am doing the same thing tonight. If the longshoremen in Saint John understand, they will look after their own interests and tell him where to go as well.

I get excited about this, Mr. Speaker, but there was an award obtained from an arbitrator in Saint John forbidding the longshoremen to pick and choose among the ships in the harbour in Saint John. That is an approach that will eventually kill the port of Saint John just when it is becoming known around the world as one of the more productive ports in the world, with a good work force, deep water, good facilities, and the ability to handle containers. Yet we have this gentleman from New York telling the industry at Saint John: "Refuse those ships because I, your international president, tell you to do so". I am telling the people of Saint John that if they know what is best for the labour movement as well as for themselves they will tell Mr. Gleason to stay in his ivory tower in New York.

As far as the strike in Trois Rivières, Quebec and Montreal is concerned, as the hon. member for Timiskaming said, it has to be settled. Each and every time we settle a strike in parliament we conceivably weaken the industrial relations process, but not nearly to the degree it is weakened when public opinion gets fed up with people taking the law into their own hands. The purpose of parliament is to take decisions even when they are unpopular.

Mackenzie King, who knew as much about labour as any of us living today, said that when private rights become public wrongs then it is time for members of parliament to act on behalf of the public, even if temporarily it removes the rights of private groups—in this case the MEA and the longshoremen. Sooner or later if they cannot settle their

[Mr. Mackasey.]

dispute, in the best interests of the public we will have to settle the dispute in parliament, even if we have to nationalize the ports, seize the MEA, take over the longshoremen and dictate the conditions of operation through a trusteeship, if that is necessary. But I do not think we will need to go to that extreme; I am sure there is a settlement somewhere in the offing.

However, I do know one thing. In order to make the economic forces even, which is really what collective bargaining is about, it is imperative that the strike be limited to those ports that are legally struck, which are Montreal, Trois Rivières and Quebec, and not extended to Halifax, Saint John and Toronto, which are not in a position to strike legally, and which are according to the injunction which I have read tonight for the first time, not in a position under their collective agreement, according to the arbitrator who granted the injunction, to pick and choose which ship they will discharge or load in those particular ports.

If everyone respects the law and respects injunctions which the court finds necessary to make, if the longshoremen at Saint John do what the longshoremen at Halifax do and tell this American fink that they belong to his international union, that they are proud to be members, but that they are Canadians and want their own autonomy, that they do not need him to tell them what to do and thank you very much, that they will remain open and service their customers and retain their reputations as good ports, I am sure there will be a solution found to the problems of Montreal, Trois Rivières and Quebec.

Mr. Deputy Speaker: Is the hon. member for Calgary North rising for the purpose of asking a question?

Mr. Woolliams: Yes, Mr. Speaker. First of all I should like to congratulate the Postmaster General (Mr. Mackasey) on his very able speech.

Some hon. Members: Hear, hear!

Mr. Woolliams: Has he any formula—I listened to him very carefully and he came almost to that conclusion—under which a union like the longshoremen's union which deals with all ports could arrange for all its contracts to become due at the same time, so that if there were a settlement in Vancouver there would be a settlement all across the nation from coast to coast? This would mean we would not have a strike going on at ten or 12 ports at different times throughout the year. I ask this question rather selfishly. I am from western Canada, and not only is Quebec suffering tonight but grain is not moving out of the prairies to supply cattle and poultry in Quebec.

Mr. Mackasey: Mr. Speaker, the hon. gentleman has asked what we used to call a \$64 question. I have always said that industrial relations are human relations. Just as you cannot legislate a happy marriage, you cannot legislate industrial peace. You have to work at it, and sometimes we are rather intolerant of that fact, and this is one of the problems.

One of the encouraging things that I have noted about this parliament is that we do not always tend to blame the labour movement for industrial strife. We forget that one of the problems in Vancouver was what we call the stuff-