

The Committee would prefer that such matters as adjustment, compensation, re-training arrangements, and other ameliorations of the dislocation be a matter of negotiation between management and the employees legitimate bargaining agencies but it recognizes that a strong encouragement of such means of settlement will ensue when Section 182 is read in such a legal way as to offer firm protection to the employees.

Subsequent to the report of the Standing Committee, we have requested the Government to introduce legislation designed to implement the recommendation of the Committee.

On September 14, 1964, the Honourable J. W. Pickersgill introduced in the House, Bill C-120, An Act designed to implement certain recommendations of the Royal Commission on Transportation. When speaking to the resolution on the Bill, the Honourable Minister, beginning on page 7981 of *Hansard*, said in part—

With respect to what the Government will be proposing, I may say that of course we are taking our responsibility as a government for the proposals in general, but it is the intention of the government to have this bill sent after second reading, provided the House sees fit to give it second reading, to the Railway Committee, because it is of such vast importance to everyone in the country. We think it would be quite unreasonable to take any other course. We would expect that the Committee would hear representations from all seriously interested bodies.

In line with the Honourable Minister's statement, we have no choice but to express disappointment in the fact that the Committee's recommendation that Section 182 be amended is not contained in Bill C-120.

Bill C-120 does contemplate the payment of compensation to railway employees by a railway company as the Board of Transport Commissioners deems proper for any financial loss caused to them by change of residence necessitated by an abandonment pursuant to Section 168, subsection (1) or paragraph (b) of subsection (3) of Section 314B of the Bill. However, it is our opinion that the contemplated amendment falls pitifully short of what is necessary.

To date, the Canadian National and Canadian Pacific Railways have applications filed with the Board of Transport Commissioners seeking leave to abandon a total of 3797.1 miles of railway lines in Canada. Of this total, 3507.8 miles are located in the Prairie Provinces.

It is obvious that there will be numerous employees who will be required to change their residence when abandonments of such magnitude take place, regardless of when they take place. It is also obvious that as a result of the relocation of such a large number of employees, there will be the inevitable resulting severance from employment for a considerable portion of the work force.

Bill C-120 is silent as to the companies having any responsibility for those who will be severed from employment, despite the fact that the same legislation will create the condition.

The bill offers firm positive financial assistance to the Railways in the order of 80 millions of dollars and indeed sets out in great detail how they will be eligible for such assistance. On the other hand, the employees will be required to plead their cause before the Board of Transport Commissioners.

The contemplated legislation will require railway employees, as taxpayers, to contribute financially to the railways, which means that they will be contributing to fewer employment opportunities for themselves.