

lective bargaining through this period from November 1965 until this date is a very questionable thing.

Hon. Mr. McCutcheon: May I ask the honourable Leader of the Government—

Hon. Mr. Connolly (Ottawa West): May I finish this point, after which I will listen to the honourable gentleman's question.

Hon. Mr. McCutcheon: Yes.

Hon. Mr. Connolly (Ottawa West): I have been greatly impressed, as I am sure all honourable senators have, with the absence of acrimony with which the discussions have been carried on between the companies and the unions, before the boards of conciliation were established and since. Indeed, in some of the confrontations on television between the companies and the unions, I was most impressed by the lack of acrimony in the statements they made. These people seemed to be realistic and reasonable in the way they talked about their problems. I hope that here in Parliament our discussion of this issue may be just as lacking in acrimony as was the discussion by those people so vitally concerned with the decisions that we make.

I hope there will soon be correctives for the company. I hope that the implementation by legislation of the MacPherson Report would be proceeded with and completed at the earliest opportunity, in so far as that can be done in the circumstances of today.

I do not say that the passing of legislation implementing the MacPherson Report will mean an immediate cure-all for the problems of the railways; but it will be a step forward and the country is indeed indebted to Mr. Murdock MacPherson for the leadership he gave in this respect.

Hon. Mr. Choquette: Five years ago.

Hon. Mr. Connolly (Ottawa West): The legislation was on the Order Paper two years ago, too.

For the unions there is the Freedman Report to be considered. The Freedman Report contained some things which are most valuable. From my own point of view there are some questionable items in it. It has made a contribution to the solution of this recurring problem, one which seems to bring crises every four or five years; and I hope that the Freedman Report will eliminate some of those crises. The non-operating crafts and trades must be dealt with in a very special way by specialists in those problems.

For both the railways and trade unions there needs to be a streamlining and a modernization of procedures, so that the problems which face them, when their contracts are to expire, can be solved much more readily and much more effectively than has been possible heretofore.

Honourable senators, may I come to the bill before us. It is not a new type of bill. Parliament is familiar with bills of this kind, having dealt with them on many occasions, certainly back to 1950.

Hon. Mr. Choquette: Four times.

Hon. Mr. Connolly (Ottawa West): Therefore, some of the terms will be familiar to senators who have been here for many years. Section 3 provides that the services given by the railways shall be resumed forthwith and that the employees now on strike shall resume the duties of their employment with the railway companies.

Hon. Mr. Choquette: Forthwith.

Hon. Mr. Connolly (Ottawa West): This is a familiar section, which has been in innumerable bills which Parliament has had before it.

Section 4 provides, as the other bills provide, that no worker shall suffer any punitive action at the hands of his employer as a result of his going on strike.

Section 5 deals with strike notices and requires their cancellation by the trade union officials who issued them. In other words, these sections legislate the ending of the strike and prevent recrimination by the companies against workmen for having gone on strike.

Section 6 deals with the terms of the collective agreement in respect of wage rates. I need not repeat the detail of the section, as it contains precisely the recommendation made by Mr. Justice Munroe and that made by Mr. Justice Cameron. The formula is that every six months, beginning January 1966, the increase will be 4 per cent, until July 1, 1967, when the increase will be 6 per cent.

Section 7 provides that the terms of the collective agreements now in force shall be extended and that they shall be binding and effective for the extended period, subject to the increases provided in section 6.

Section 8 requires the railway companies and the unions to resume negotiations forthwith and to try to resolve all the matters in dispute.