

cases of all the men still out in the United States as well as Canada, and the fact that he has been appointed at all, no matter by whom, the government or the Grand Trunk railway, it is pretty good evidence of the pressure which has been brought to bear on that company by the government. Judge Barron would never have been appointed, the cases of these men would never have been looked into, and instead of 200 men being out there would have been 500 or 600 if not more, were it not for the pressure that the government have brought to bear on the situation.

Mr. MADDIN. Who is going to pay Judge Barron for determining who has been guilty of misconduct amongst the strikers?

Mr. KING. I presume the Grand Trunk will pay him for his services. I think my hon. friend will be the first to admit that any man of honour will discharge his duty in an honourable manner irrespective of who pays him. I think that certainly members of this House who have the privilege of knowing Judge Barron will feel that no member of the judiciary is more likely to act in an honest and faithful way than he is and I believe the men have just as much confidence in him as we have. I think it would have been preferable had the company accepted the offer of the government to appoint Judge Barron to make this investigation, but a large company like this prefers to manage its own affairs and the company is determined as far as possible that it is going to conduct its business along its own lines. In the absence of compulsory arbitration you cannot prevent a practice of that kind being followed by a company. I cannot say that I am in favour of compulsory arbitration, nor can I say that I am altogether opposed to some measure of compulsory arbitration where the ends of justice and the public good can be ignored at the will of an individual. This dispute has made me feel that never again, if possible, should this country be brought face to face with a situation such as occurred here through the attitude of any individual or group be they capitalists or workingmen. I think the country as a whole is too important to allow its interests to be sacrificed. I would say to my friends amongst the workingmen and capitalists that if any occurrence of this kind takes place again they can expect, and I think they very naturally would expect, that some action may be found necessary which will prevent the possibility of any further recurrence if a method can be found that will prevent it.

My hon. friend (Mr. Northrup), in the third clause of his amendment, says that the government is responsible for not compelling Mr. Hays to carry out the agreement effectively. I shall answer

Mr. KING.

him, not in my own words, but in the words of the men who are most affected, those who are still out and are members of the organizations that are affected by the agreement not having been lived up to in the way that they think it should have been lived up to. What do they say? My hon. friend read part of one communication this afternoon. Here is a letter signed by Messrs. Berry and Murdock representing the railway conductors and the Brotherhood of Railway Trainmen:

Windsor Hotel, Ottawa,
December 13, 1910.

Hon. W. L. Mackenzie King,
Minister of Labour, Ottawa,

Dear Sir:—The committee desire to assure you and through you the government that they deprecate the attitude taken by certain gentlemen, (presumably well intentioned) whereby an effort is being made to hold the government responsible for the failure to apply the terms of settlement made.

We appreciate fully the assistance given both at the time of the strike, and since, by the government in its efforts to bring about on behalf of the Canadian public and the citizens of Canada who are involved in the strike a settlement, and an equitable carrying out of the terms of that settlement. It is definitely understood by the men interested and the undersigned that it is not on account of any failure on the part of the government that the present unfortunate situation obtains, but that the existing conditions are rather the result of the obstinate disregard for contract obligations on the part of Grand Trunk officials.

Mr. NORTHRUP. What is the date of that letter?

Mr. KING. December 13, 1910, at a period some six months after the strike had been settled. Here is a communication of a later date from Mr. Berry:

Toronto, December 31st, 1910.

I herewith acknowledge receipt of your favour under date of the 19th inst., which was delayed in Ottawa several days before being forwarded me. I wish to assure you that the untiring efforts of yourself, other members of the cabinet and members of the Dominion government are appreciated in full by me, and I trust, by the membership of our organization throughout the Dominion of Canada, as well as parts of the United States, where they have had an opportunity of becoming acquainted with the actions of our government relative to the Grand Trunk and Central Vermont situation.

There is also a letter dated January 28, from Mr. S. N. Berry, vice president of the Order of Railway Conductors. In this letter Mr. Berry says:

I do not, of course, hold the government responsible for the enforcement of the settlement—

An entirely different point of view from that which hon. gentleman opposite are taking.