

The Address—Mr. McWilliam

and that the log hauling truckers were on strike in sympathy with the gravel truckers. A serious situation was averted when the gravel truckers voted to release the log-hauling trucks from active picket duty, thus enabling them to resume their log-hauling operations.

The tie-up first brought about by the offer of a 70-cent per ton rate and continued after the \$1.21 rate was agreed upon as a result of the contractors' demands to bring in out-of-the-area trucks, delayed the construction of a project closely linked with Canada's defence system, both in an operational and training role. This situation, one that could have been averted and could occur again in the future, can be avoided by the insertion of a clause in federal contracts to the effect that prevailing gravel trucking rates as paid by respective provincial governments should be recognized by those submitting tenders and that local truckers' preference be recognized over individual truckers from outside areas.

This situation was not one wherein the gravel truckers supplied materials. It was one that involved the wages of the truckers operating their own trucks, and thus should be taken out of the rental of equipment classification. This suggestion is offered to the ministers of government departments or crown companies awarding contracts that involve delivery of materials, supplied by a contractor and delivered by individuals, for their consideration with the end in view of eliminating stoppages on federal government projects and at the same time protecting the labour force against attempts to lower existing rates, and to ensure fair and equitable returns for services provided.

The tie-up ended and the truckers are now engaged in trucking gravel for this important project. The terms requested by the truckers' association were finally agreed upon by the company, which I suggest is an indication that the truckers' demands were fair and made in a just cause. I express the hope that safeguards will be inserted in contracts in the future to ensure the rights of gravel truckers of Northumberland-Miramichi, as well as all gravel truckers across Canada, and to ensure them a fair return for their labours. With these safeguards written into contracts, parties submitting tenders will be guided by the fact that set rates are established, just as hourly labour rates are now established. These safeguards will eliminate attempts to force individual truckers to provide services at below cost rates, or below rates that have been recognized as standard rates, and eliminate such unsuccessful attempts to take advantage of a situation as I have outlined.

[Mr. McWilliam.]

In conclusion, Mr. Speaker, I wish to make a few comments about a matter that is disturbing all New Brunswickers. In the February 17 issue of the *Montreal Gazette* there is an article inquiring what happened to the framed oil painting of the late R. B. Bennett, a former prime minister of Canada from 1930 to 1935. The article states that the only portrait of former prime ministers missing from the halls of parliament is that of the late R. B. Bennett. The news article further states that Lord Beaverbrook arranged to have the only oil portrait of Mr. Bennett known to exist forwarded by the University of New Brunswick as a gift to the Canadian parliament. Several years ago Senator Burchill, together with New Brunswick Senators and members of parliament, made efforts towards securing a portrait of the only New Brunswick native prime minister. Eventually Lord Beaverbrook, chancellor of the University of New Brunswick and a life-long friend who in his early days read law with Mr. Bennett in a Chatham, New Brunswick law office, was successful in bringing about the gift to the Canadian parliament.

The portrait has not been hung in the parliament buildings up to this moment, and Canadians in general are disturbed by the fact that the gap has not been filled. New Brunswickers are disturbed, and in particular the people of Northumberland-Miramichi, because the late Mr. Bennett taught school in his early days at Douglstown, adjacent to Newcastle, and made his first steps in his notable career as a lawyer at Chatham. The ceremony of the hanging of the portrait of the late prime minister Bennett is looked forward to, and I trust that arrangements will proceed with great dispatch.

Mrs. Jean Casselman (Grenville-Dundas): Mr. Speaker, I should like to add my congratulations to those of other speakers to the mover (Mr. Bourdages) and seconder (Mr. Browne, Vancouver-Kingsway) of the speech from the throne, and also my congratulations and best wishes to our popular colleague, the new Minister of Mines and Technical Surveys (Mr. Flynn) and the new Deputy Speaker. It is understandable, Mr. Speaker, that the tempo of the house seems to have quickened this session and that many people seem to want to say many things on many subjects. I, personally, have been interested in many of the items in the throne speech, as are the people of my two counties. However, these items have been reviewed ably and eloquently by those preceding me, so I shall try to be as brief as possible.

I have mentioned before in this chamber, and outside it, my very great interest in federal participation and federal encouragement