

Supply—Labour

and I have been greatly encouraged by the support and encouragement we have received from all ten of the Canadian provinces.

The departmental program of studies of collective bargaining is also making progress. I hope we will make a great deal more progress because of the situation existing in Montreal, Vancouver and in other parts of Canada.

The Acting Chairman (Mr. Dubé): Order. I regret having to interrupt the minister but it is my duty to inform the committee that his time has expired.

Some hon. Members: Carry on.

The Acting Chairman (Mr. Dubé): Is it agreed?

Some hon. Members: Agreed.

Mr. Nicholson: Thank you, I will be brief, Mr. Chairman. Included in this program is a study of the impact of economic and technical change on collective bargaining. I have already made some reference to an examination of the structure of collective bargaining and a study of the extent and nature of pattern bargaining. Now, studies of wages, costs of production, prices and the relationship between wage behaviour in Canada and her international competitive position were also expanded. Perhaps a classic example of this is the situation involved in the dock strike in Montreal. What effect will it have on our competitive position, the competitive position of Canadian ports, if we do not take advantage of technical change when technical change has been introduced in the ports directly to the south of us, and ports on the west coast.

At the same time, we do have to take into consideration the rights of the employees who are affected. Surely over a period of a year to two years, if necessary, provision could be made to take care of such a situation. There is one other point to which I would like to direct the attention of hon. members, Mr. Chairman, and which I am sure will be of interest to them. The International Labour Organization, which meets in Geneva on Wednesday next, will hold its eighth annual regional conference in the Americas in Ottawa next September. The opening meeting, we hope, will be in this chamber. This will be the first such meeting outside Latin America that has ever been held. It is an important event in Canada's international relations for the year 1966.

• (2:50 p.m.)

There is another matter to which reference should be made because it has come up on more than one occasion in this session. I refer to the vigorous program of information and publicity that has been undertaken by the Department of Labour, particularly the new, livelier format adopted by the *Labour Gazette*. This is the first change in the format of that paper in its 66-year history. I hope you like it; I certainly do. It is much more attractive and it seems to interest people much more than it did in its earlier form.

I might say that it is my hope that by the end of this summer the long-standing objective of simultaneous publication of the *Labour Gazette's* editions in both English and French should be achieved. We have made good progress over the last year and I hope that not later than the coming September this objective of simultaneous publication will be achieved. This is made possible through the strengthening of the department's French editorial staff and the co-operation of the Queen's Printer.

Now as to the specific votes before us, Mr. Chairman. The committee is being asked to approve \$10,513,400 in the main estimates, of which \$3,127,000 are statutory items. Page 200 of the blue book shows this amount of \$10,513,400 as being a decrease of \$23,556,700; so it should not take very much time to get the estimates through, because they are being reduced by \$23,556,700. However, I must again be frank—and I think frankness in this house commends itself at all times—and say that the 1965-66 figures in the blue book included \$19 million for the winter housebuilding incentive program, which may or may not be proceeded with, having regard to what the conditions may be this fall.

It will also be noted that there is a substantial reduction of \$3.5 million in the vote for payments of transitional benefits for workers in the automotive manufacturing and parts industries. There is every indication that the larger amount that was needed to take care of this situation in the first year of operation of the agreement can be safely reduced by \$3.5 million in the second year of operation.

These two items, Mr. Chairman—the winter housebuilding incentive program and the technical assistance program—account for the apparent seemingly large reduction over the past year. With the new developments which are taking place and with the continuation of