

Railway Conciliation Board Appointed

Mr. Nicholson: Mr. Speaker, I had hoped it would be possible to make this announcement in the course of presentation of the estimates of the Department of Labour. I was not able to make the announcement earlier, but since it refers to a matter which has been raised in this house several times within the last week and since it has been released to the press, I think it is proper that it be made to the house at this time.

I wish to announce that Hon. J. C. A. Cameron, Q.C., of Ottawa has been appointed chairman of the board of conciliation established to deal with a dispute involving 22,000 non-operating railway employees of the Canadian National Railways and certain jointly operated railways: Northern Alberta Railways Company, Toronto Terminals Railway Company, and the Shawinigan Falls Terminal Railway Company.

Hon. Mr Cameron, who was a judge of the Exchequer Court of Canada for many years, has had wide experience as an arbitration and conciliation board chairman. During the critical war years he served as chairman of the National War Labour Board. I believe we are very fortunate in obtaining a man of his experience and calibre for this important and complex task.

The other members of the conciliation board are Mr. A. G. Cooper, Q.C., of Halifax, nominee of the railway companies, and Mr. E. P. O'Neal, of Vancouver, nominee of the union.

The dispute involves non-operating railway employees, represented by the Canadian Brotherhood of Railway, Transport and General Workers. Conciliation boards also have been appointed to deal with 55,000 other non-operating railway employees and 28,000 non-operating railway shopcraft employees.

Thank you, Mr. Speaker.

Hon. R. A. Bell (Carleton): Mr. Speaker, members of the house will welcome the appointment of a jurist as distinguished as is Hon. Mr. Cameron to undertake this very important task. I am sure members on all sides of the house certainly wish him well in what is an imperative national duty.

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, we welcome the announcement the minister has made. We wish these three boards well as they cope with their task.

[Mr. Deputy Speaker.]

NATIONAL CAPITAL ACT**AMENDMENT TO PERMIT APPOINTMENT OF GREEN BELT ADVISORY COMMITTEE**

Hon. R. A. Bell (Carleton) moved the second reading of Bill No. C-12, to amend the National Capital Act.

He said: Mr. Speaker, this bill to amend the National Capital Act to establish a green belt advisory committee is, I believe, non-controversial; certainly it is non-partisan. Hon. members on all sides of the house share the imperative urge to advance the cause of national capital planning. Is it too much, then, to hope that this afternoon the government supporters would not feel it necessary or desirable to talk out this bill, but rather would permit it to come to a vote in the hope that the house might adopt it.

I see the Acting Prime Minister (Mr. Martin) is in the chamber. I know of his interest in national capital planning and perhaps I might enlist his help in this matter. It is my sincere belief the adoption of this bill would accrue to the general advantage of the whole national capital region. Assuredly the bill is not a matter of mere local interest; it has a basic national significance.

Every Canadian has a prime stake in and a responsibility for the future of Ottawa and of the national capital region, as a symbol of a united nation. I believe members of all parties in this house agree that it is of paramount importance that Ottawa should be given the atmosphere, the individuality and the dignity of a national capital which is becoming of a dynamic nation. The standards of city planning and of city development should represent the most advanced thinking available. This parliament should be ready to provide the funds necessary for these proper national purposes.

Now, sir, only 230 days remain before Canada enters her centennial year. In 1967 Ottawa will be the Mecca for many more Canadian, commonwealth and foreign visitors than at any other period in her history. In my view a crash program of national capital planning is needed urgently in these next seven months, if Ottawa is to be readied for the centennial. There must be a much more active and vigorous partnership among the Department of Public Works, the National Capital Commission, the civic administrations of Ottawa and the surrounding townships and villages, and the government of Ontario. Only in this way can Ottawa achieve the status of a great and unique city developed by enlightened planning which reflects the vigorous and