

cent is in effect—I am sorry, I have to stop to multiply—

Hon. Mr. Hayden: I thought you did it automatically.

Hon. Mr. McCutcheon: It will cost \$134 million. The total subsidy is only \$110 million and nobody sitting here will contest that that subsidy is necessary, because we have passed it. What is the Government trying to do to the people of Canada? Well, I will tell you what it is trying to do. It is trying, as usual, to deceive them.

Hon. Mr. Choquette: Hear, hear.

Hon. Mr. McCutcheon: And I hope it will not be successful in deceiving them. That is what the Government is trying to do. To say that this National Transportation Bill will enable the railways to get into the position where they have meaningful collective bargaining, is utter nonsense. The Government knew last November, in fact they have known since they came to power that there could never be meaningful collective bargaining between railways and workers as long as they kept a freeze on the freight rates. Now they are saying, "Well, we are going to settle the strike." Of course, they should have intervened long ago or they should have implemented the MacPherson Report long ago. The MacPherson Report came down, or at least the third volume came down in June 1962. The Government of which I had the honour to be a member had the legislation printed. We were defeated in the first week in February 1963. The resolution was on the Order Paper. The bill, of course, never appeared. What did we hear from this great Government? Was there anything in the Speech from the Throne in 1963? Not a word. They were interested in the 60 days of decision; they were waiting for Walter Gordon's budget. In 1964 they made an announcement and brought down a bill which they did not have the courage to present.

Hon. Mr. Connolly (Ottawa West): Or the opportunity.

Hon. Mr. McCutcheon: You had lots of opportunity. I do not know what you were doing if you did not have opportunity.

Hon. Mr. Connolly (Ottawa West): It is not what we were doing.

Hon. Mr. McCutcheon: It was what you caused. In 1965 they made no reference to it,

and in 1966 they made no reference to it. The only reason they have for producing the bill now is that they said, "My God, we have to settle this strike and we have to have an answer." And the answer will be this implementation, so-called, of the MacPherson Report. The fact is that the people of Canada should know that even if that bill is passed in this session, and even if this Government—but knowing the Government I doubt it—appoints the 17 commissioners that it contemplates and gets them organized and gets them to work, it will be 1969 before the railways get any benefit, and the people of Canada have to pay in the meantime. I am not saying there is anything wrong with it, but I am saying I want people to understand what the facts are.

The Government knew last November, December, January and February, that there could be no meaningful collective bargaining. There has been no meaningful collective bargaining between the railways and unions since 1960. How could there be? How could there be with the freight rate freeze? Yet the Prime Minister stood up in the House of Commons, according to what I read in the newspapers, and he is asked to intervene. He is asked to do what we did in 1960. He is asked to intervene and prevent the strike and he says, "No, we believe in the principle of collective bargaining." I am very fond of the Prime Minister as an individual, but that is one of the most hypocritical statements I have ever heard, because he knows there can be no meaningful collective bargaining. I am hopeful that if this national transportation legislation, properly amended, goes through, that in about three years we will restore meaningful collective bargaining to the trade unions and the railway field.

I know my colleagues are getting restless, and I have enough material here to speak for another hour and a half.

Hon. Mr. Choquette: Go ahead.

Hon. Mr. McCutcheon: No, I am going to abbreviate it somewhat. My friend Senator O'Leary (Carleton) talked about inflation. I make the simple statement that, despite all the cries that were made, any of my friends who want to check what I am saying can read the Bank of Canada's statistical summary of August 1966, on page 79, and they will find that the consumer price index is galloping ahead today at a rate that was never touched while we were in power.

I can remember in 1962 and 1963 that we "devalued" the dollar. Of course, we never