

cial government of Ontario ordered provincial police into Windsor; then they got scared and appealed to the federal government to reinforce them with the mounties. The thing was peaceful before the police went in.

Mr. SMITH (Calgary West): Are you stating a fact or an opinion?

Mr. GILLIS: I am stating a fact. That is actually what happened. The provincial government sent in the provincial police; then they appealed to the federal government to send in the mounties.

Mr. SMITH (Calgary West): You said, "then they got scared and sent in the provincial police."

Mr. GILLIS: No, I did not. Read the record to-morrow.

Mr. ROSS (Souris): I suppose you are going to change the record.

Mr. GILLIS: No, the record is there. I said that after they started the trouble they got scared and sent for the mounties to reinforce them, and that is what happened. I said in my first statement, and I repeat it, that the action of sending the provincial police into the strike situation in Windsor in the first instance promoted civil strife. I stand by that, and nothing else but. As soon as your armed police went in there you had a war declared, and you spread it across Canada. That is why you find thirty organizations in Montreal saying, "We will stand behind the Ford people." That is why I have wires from Nova Scotia telling me that if the situation warrants it, steel and coal will stand by. Sending the police to Windsor definitely focused the attention of members of the organized union movement across Canada on the Windsor dispute, and made it a national issue. If that is not promoting strife, I do not know what is. The matter could have been ironed out without that. That sort of action is obsolete: it is thirty years late, and one of the things we should forget. You cannot settle any of these disputes on that basis. You are making a lot of sore heads, and following the best possible way of organizing the union at Windsor. You might have been able to disorganize it before, but never again; they are welded down there to-day, because they have gone through a fight.

As I said before, I did not rise this afternoon to discuss the merits or demerits of this dispute. That is now in the minister's hands. The union has offered to put back the maintenance men, and to send their employees back to the power plant. This was the thing that was held up as threatening the plant. They were going to lose \$35 million, and the

plant was going to freeze up. But the Ford Motor company is not bothering about that to-day, is it? The Ford company says, "Only on the condition that you go into compulsory arbitration." They are not in a hurry. That is a very good indication that they have been using that right along only as an excuse. If the situation were as bad as they said it was, why did they not accept this proposal and get the maintenance men back in the plant? Why not say, "Let us get around the table and iron it out?" No; they will not retreat one inch in any direction, wishing to crack that union. The cause of settling that dispute by compulsory arbitration is not recognized in the Ford organization.

I am sorry I had to take this much of the time of the committee, but I wished to straighten out the record with regard to myself.

Hon. COLIN GIBSON (Minister of National Defence for Air): Mr. Chairman, I am glad to rise in my place to discuss again air force estimates, following two or three days in which labour conditions have been discussed.

Before we proceed to any further consideration of the item, may I take this opportunity to give replies to certain questions which were asked on the last occasion the estimates for this department were before the committee.

The hon. member for Nanaimo (Mr. Pearkes) asked this: Is the wireless link between the Queen Charlotte islands and Prince Rupert being maintained by the air force?

The answer is that the wireless links from Prince Rupert to the Queen Charlotte islands were maintained by the R.C.A.F. until V-J day. Since that time they have been placed on a care and maintenance basis, with the exception of one to Sandspit which provides services to the landing field which is part of the Amber Airway up the west coast.

Then the hon. member asked this further question: Is there an interservice board dealing with intercommunications, of which the deputy minister or other official of the ministry of air is chairman or has been chairman at any time?

The answer is that there never was at any time an interservice board of which the deputy minister was chairman. However, to initiate the plan for improving communications on the west coast a meeting was held in Ottawa under the chairmanship of the deputy minister on May 4, 1942, and a second meeting was held on the west coast under the deputy minister's chairmanship on May 12, 1942. Thereafter the supervision and coordination of the project were controlled by a liaison