

not take every precaution. Also, there is the possibility of royal assent late tonight. I do not think that will occur for the simple reason that it would mean the bill would be proclaimed tomorrow, the day after receiving royal assent. This would mean that at 12:01 a. m. it would be possible for an indictable offence to be laid against anyone who did not comply with the act. For that reason I have great doubt as to whether there will be royal assent tonight, but there has been some discussion that it may be a desirable thing to do. In that event, I wonder if it would not be better for us to meet again at nine o'clock tonight.

• (1710)

Hon. Mr. Flynn: Do you mean for the purpose of giving royal assent tonight to Bill C-230?

M. Martin: Yes. I have just received a notice from the leader of the house in the other place that he would like to discuss this matter further.

Hon. Mr. Flynn: I cannot see what we would gain, but if this is the wish of the leader let us say we will adjourn during pleasure to reassemble at nine o'clock. The other place has not disposed of the bill, and I think it would not be fair for us to deal with the bill in one hour, even if we are all in agreement to pass it.

Hon. Mr. Martin: I fully agree. I readily agree that we should wait until tomorrow. It is just this business of royal assent that disturbs me. I suggest, therefore, that we adjourn until nine o'clock tonight.

Hon. Mr. Flynn: Until about nine o'clock.

Hon. Mr. Martin: Yes.

The Senate adjourned during pleasure.

At 9.20 p.m. the sitting was resumed.

ST. LAWRENCE PORTS OPERATIONS BILL

FIRST READING

The Hon. the Acting Speaker (Hon. Mr. Macdonald) informed the Senate that a message had been received from the House of Commons with Bill C-230, to provide for the resumption of the operation of the ports of Montreal, Trois-Rivières and Quebec.

Bill read first time.

SECOND READING—DEBATE ADJOURNED

The Hon. the Acting Speaker (Hon. Mr. Macdonald): Honourable senators, when shall this bill be read the second time?

Hon. Mr. Martin: With leave, now.

Hon. Mr. Flynn: I have no objection to giving leave, but I am wondering what the present position is. Do I understand that the other place has adjourned? It was the understanding that they would adjourn right after passing this bill?

Hon. Mr. Martin: I am sorry, I do not know.

Hon. Mr. Benidickson: Without royal assent?

[Hon. Mr. Martin.]

Hon. Mr. Flynn: Until tomorrow.

Hon. Mr. Martin: I learn from the officials, who are nodding to me, that they have not adjourned.

Hon. Mr. Flynn: Are they proceeding with the other bills?

Hon. Mr. Martin: That was the intention.

Hon. Mr. Flynn: Leave is granted.

Hon. Paul Martin moved, with leave of the Senate and notwithstanding Rule 44(1)(f), that the bill be read the second time now.

He said: Honourable senators, as you all know, the purpose of the bill before us has been the subject of much public discussion in one of the Houses of Parliament and in the country. It is to provide for the resumption of operations at the ports of Montreal, Trois-Rivières and Quebec.

The dispute concerns the International Longshoremen's Association, which represents some 3,200 longshoremen employed at the ports of Montreal, Trois-Rivières and Quebec, and the Maritime Employers Association, which represents some 51 shipping and stevedoring companies operating in and out of those ports.

On April 19 of this year collective agreements were made, after exhaustive efforts by the Department of Labour, for a period extending to the end of 1974. On May 16, a work stoppage began. The issue at stake was whether or not management had the right to break up longshore gangs prior to the introduction of a computer dispatch system which was to be inaugurated in September. Management took the initiative of breaking up a gang working on a hatch, and ordered some members of the gang to work in a shed. The union contended that management did not have this right until the introduction of the computer dispatch system.

Immediate instructions were given to the Department of Labour's Montreal mediators to meet with the parties and urge that they refer the matter to arbitration as provided in the collective agreement, but both sides refused to take that step. On May 30 the Maritime Employers Association announced that it had suspended the longshoremen. For some weeks the parties refused to go to arbitration in spite of all efforts urging them not only to follow their collective agreement but to obey the provisions of the federal labour legislation which requires all disputes concerning the meaning or violation of collective agreements to be submitted to final and binding arbitration without strike or lockout action.

My colleague, the Minister of Labour, informed both parties on the 19th of last month that, unless advised by return telegram that either party was ready to proceed to arbitration involved in the violation of their collective agreement, an industrial inquiry commission would be appointed to investigate the dispute, provided that the employers terminated the suspension of the longshoremen and provided that the longshoremen returned to work. The Minister of Labour also indicated that he stood ready to meet the representatives of the parties in Ottawa at the earliest possible date to discuss such arrangements.

On June 20 and 21 the Minister of Labour and his officials met with both parties in Ottawa to discuss the