

fruitless. And he added that no arrangements were made for further meetings of all the parties concerned. The company repeated that the coast fleet was operating at a loss, and said that any increased grant would have to come out of increased charges on passenger and car traffic.

In reporting further regarding the breakdown of negotiations, the *Vancouver Daily Province* of June 7 says:

What appears to be the failure of his (Mr. Taylor's) mission has apparently been brought about by complications going beyond the Seafarers' dispute with the C.P.R. Said an informed source: "The Marine Engineers and the Masters and Mates have also registered strike votes on the C.P.R. fleet and on Black Ball. Everyone is waiting to see what the other will do. That applies to both the companies and the unions."

In the same article Mr. Taylor is reported as having said:

Other disputes are having an impact on the S.I.U. problem.

The article continues:

He stressed his brief extended solely to the S.I.U.-C.P.R. dispute and that he could take no official notice of other differences on the waterfront. No final report would be handed to the federal Government as yet. This would leave room for the possibility of further developments.

The foregoing quotations from press interviews with the mediator would indicate, without doubt, that he has given up hope of accomplishing a settlement under existing circumstances.

You will note from this latter statement by Mr. Taylor that his terms of reference were too restricted to permit him to bring about a settlement. The fact that there are other disputes than the one referred to him confirms the fact that Mr. Taylor was beaten before he started in his efforts to bring about a settlement. If the Government has a sincere desire to bring an end to this strike it will extend the terms of Mr. Taylor's commission so that he can deal with all disputes involved in the tie-up.

Another significant point repeated in press reports of Mr. Taylor's efforts while at the coast is to the effect that the C.P.R. has been losing money on the operation. Perhaps it has been losing money. Perhaps it has been saving money during the weeks that its ships have been tied up and it may not be too anxious to see the strike settled. As a matter of fact it is reported in the *Vancouver Daily Province* of June 3, that the C.P.R. is considering a British offer to buy part of its west coast steamship fleet. This paper quotes Mr. J. N. Fraine, Vice-President of the C.P.R.'s Pacific Division, as confirming reports current in Vancouver and Montreal that some of his ships are on the block.

Honourable senators, this report is the most alarming item in this gloomy story of the steamship tie-up in British Columbia. I am sure Canada has not yet recovered from the

shock it experienced when the Government announced that the Atlantic coast fleet of Canadian National (West Indies) Steamships Ltd. was being sold. It seems a tragedy to learn that sale of the Pacific Coast fleet of the C.P.R. is being considered. It is reported that the C.P.R. has prepared a statement which has been in the hands of President N. R. Crump for some weeks, relative to their operation of B.C. Steamships, which belong to the C.P.R. I am wondering if this report has been made available to the Government.

Much as I disagree with the general principle of subsidies, nevertheless I would suggest that if on investigation the Government finds that B.C. Steamships cannot operate a service between Vancouver Island and the mainland of British Columbia without a subsidy, then consideration should be given to negotiating a satisfactory subsidy in order to revive the vital service. There is ample precedent for the Government to pay such a subsidy. It is now passing out millions of dollars in subsidies to shipping operations on the Atlantic coast, operations furnishing a similar service to that which the C.P.R. boats have been furnishing in British Columbia.

If, on the other hand, a thorough investigation reveals the fact that the present fleet of the C.P.R. is obsolete and unable to compete with a more modern type of ferry, then the solution would be to negotiate for a new type of ferry, possibly plying a shorter course. But in this case provision should be made for resumption of service by the present fleet until a new fleet of ferries would be available.

So much for our province and our problem. I am not unmindful that British Columbia is not alone in suffering the results of a labour tie-up that affects not only the employees and the employers involved but also the general public. Our modern economy has become so complex that there are many incidents of labour disputes that affect large sections of our population. When a labour dispute causes grievous hardship to members of the public I am strongly of the opinion that strikes and lockouts should be prohibited. I hasten to say I am firmly convinced that labour should have the right to bargain collectively and, under ordinary circumstances, the right to withhold its services in order to induce management to meet its demands. As long as the dispute involves only labour and management I would not attempt to restrict the right to strike to those cases in which some Government official feels that there is merit in the demand being made by labour, because in a democracy a person has the right to be wrong—as long as he does not hurt innocent