

Supply—Transport

Hon. Mr. Justice Samuel Freedman of Winnipeg was given the job of investigating this problem. He was to investigate the reasons for booking sick and come up with certain recommendations.

• (1:30 p.m.)

Some of his recommendations, I think, are very significant. I should like to turn to page 135 of the report and read what he has to say with regard to run-throughs. He is referring to the right of the Canadian National, Canadian Pacific or any other railroad to impose such things unilaterally:

44. Should it continue to have that right? The question here raised lies at the heart of this Inquiry. The Commission is satisfied that it must be answered only in one way. The institution of run-throughs should be a matter for negotiation. To treat it as an unfettered management prerogative will only promote unrest, undermine morale, and drive the parties farther and farther apart. In that direction lies disorder and danger. By placing run-throughs, on the other hand, within the realm of negotiation a long step will be taken toward the goal of industrial peace. More than that. Such a course will help to provide safeguards against the undue dislocation and hardship that often result from technological change.

I think that this recommendation by the Hon. Mr. Justice Freedman should be kept in mind in this session of parliament because I believe it should be given proper consideration if we hope to have labour peace in the railway transportation area.

Mr. Justice Freedman also refers to the matter of providing compensation to employees who are affected. On page 139, Clause 54 of the report, I read:

54. On the issue of providing compensation for losses on real estate the Commission has reached the conclusion that the company's present policy is unsuited to the contemporary industrial scene. A technological advance whose benefits accrue to the employer but whose burdens fall on the employee is unacceptable in a society which is concerned about human welfare.

The Commission accordingly recommends that any employee who is required to change his place of residence as a result of a run-through should be compensated by the company for financial loss suffered in the sale of his home for less than its fair value. Fair value should be determined as of a date sufficiently prior to the announcement of the run-through to be unaffected thereby. Any dispute on value should be resolved by a majority decision of an evaluating committee of three persons, one designated by the company, a second designated by the employee or his authorized representative, and the third designated by the two first named. The company should in every case have a right in priority to anyone else to purchase the home at its fair value as so determined.

If the dislocated employee is not a home owner but occupies his residence under an unexpired

[Mr. Fawcett.]

lease he should be protected by the company from monetary loss arising from the need to terminate it.

As I said before, these recommendations must be kept in mind if there is to be labour peace in the railway transportation field.

I should like to conclude by speaking briefly on the subject of box cars or grain cars. I should like to clarify one small point, the difference between box cars and grain cars. I am not trying to get the railways off the hook as you will see as I go along. Box cars and grain cars are two different things. The fact that there is a large number of Canadian box cars in the United States does not mean that there is a large number of grain cars there. The percentage of those cars used for transporting pulpwood and other rough materials is large. Some of them are used for transporting flour and such material. They are not grain cars and some of them would not be suitable for carrying grain. I would say that on the average 20 per cent to 30 per cent of those cars might be suitable for carrying grain.

The point I am trying to make is that it is not because we have so many cars in the United States on foreign lines that there is a shortage of grain cars. I believe the shortage results from the fact that the companies have not interested themselves in having box cars built for this purpose because the grain carrying business is not a highly profitable one. I believe there should be more pressure put on the railways to ensure that a proper number of box cars are built to handle grain. Certainly there is every evidence that this is going to be one of our major transportation items when we have such immense sales of wheat as we seem to have at this time.

I am going to conclude now, Mr. Chairman. It seems to me there is a necessity for an over-all transportation authority with the power to institute comprehensive transportation policies embracing all modes of transportation and with the idea in mind of coordinating them for the benefit of the public as a whole.

Mr. Rynard: Mr. Chairman, I should like to draw to the minister's attention a situation which I think is very important. It is not only important to my area but it affects the Prime Minister's area, Manitoulin Island, the area of Parry Sound-Muskoka, Algoma, and the ridings of Fort William and Port Arthur. It is related to tourism. Basically the problem is related to the fact that two Canadian Pacific boats plying from Port McNicoll to Port