

men are still idle with the exception of about twenty. The charge made by the management that they had committed an infraction of the rules and regulations has been disproved; it is not true, and the men so dismissed illegally—there is no doubt about their having been dismissed illegally—have made representations to selective service in Toronto and are endeavouring to negotiate their reemployment there. Because of infraction of the regulations in the first place by the Toronto Shipbuilding company, they are trying to get them back en bloc through selective service. One of the officials was there, but he was there on another matter; and to date no action has been taken by selective service with reference to returning those men to their employment. They are key men. I know very well the story which the hon. member for Davenport was reciting, although I do not intend to tell it here. The minister of munitions has it verbatim much more fully than it was recited by the hon. member for Davenport. What I am concerned about is this. Immediate action should be taken by selective service from Ottawa to return those men to the Toronto Shipbuilding yard, put them on the job and then determine whether they are entitled to remuneration for the time lost during the period they were out of the yard illegally.

If the regulations are to work they must work both ways. They will have to be followed up and applied to employer and employee alike. In this case they are not being so applied, and I suggest that this is something that the minister should attend to. If the regulations are to be respected they will have to be enforced religiously, regardless of who gets hurt.

Another point I wish to bring to the attention of the minister is the transportation of men from point to point.

Mr. MARTIN: That is under another item.

Mr. GILLIS: Is it not under selective service?

Mr. MITCHELL: We have a special item for that.

Mr. GILLIS: Well, I can wait for the other item. There is a lot of trouble with that particular phase of the regulations in Nova Scotia. They seem to be splitting hairs on administration when men are taken from one industry and transferred to another. If selective service hires these men and puts them through their new plant, transportation is paid for; but in many instances where groups of men are employed or are being transferred they do not bother with selective

service. They go to the office and are hired, and there is that much more work taken from selective service. But to qualify for the transportation reimbursement they must go to selective service and make application on a special form for transportation, and in many instances it costs from \$4 to \$4.50 a week commuting between different points. The boards have taken the stand that because the men were not hired through them in the first place, the special form does not apply and they cannot get that reimbursement for transportation from plant to plant. The only crime they committed, however, was saving the national selective service some hours of work in employing with a new employer. They short-cut the thing themselves, but because they did that and saved that amount of work to the office, they cannot receive reimbursement for the money spent in transportation from point to point. I should like to see this matter taken up by the deputy minister, who is sitting before the Minister of Labour, because I know that representations have been made to him time and again on this particular point.

There is another matter I wish to bring up, because I received a telegram this afternoon with regard to it. There is a charge made by union 4527, U.M.W. of A., representing the views of 900 men, that national selective service in Nova Scotia, in the Sydney area, in a dispute that involved the employees of a restaurant supplied strikebreakers to the restaurant keeper. I mention the matter here for this reason. On Monday of this week 7,000 coal miners were tied up in that Sydney-Glace Bay area on account of this dispute. The point at issue was that the restaurant keeper was violating the minimum wage laws of Nova Scotia and consequently was violating the trade union legislation of that province. This was entirely a provincial responsibility. It should have been settled there within twenty-four hours, but it was not settled. It was allowed to drag on from day to day, until it reached a point where it tied up essential war industry. They were notified a week earlier that if the minimum wage laws and the trade union legislation in the province were not recognized and enforced by the provincial authorities, within a given time a certain thing would happen. It did happen.

The point I make, for the benefit of the administrators of national selective service, is that if they have taken the position where they are prepared to supply labour where there is a dispute, they will not get much respect. To the best of my knowledge the office at Sydney has been 100 per cent efficient, and I have had a great deal to do with it. It is