

If the people of Canada are called upon to pay the shot they should also be allowed to have some say in when and where the trains are going to run.

In closing, Mr. Speaker, I would like to read into the record the contents of a letter I received from a rail-roader describing the feelings of the employees of the CNR. It reads:

Thank you for your efforts on behalf of the CNR employees recently when it appeared that we would have to resort to a wildcat strike because of the arbitrary and unilateral action of the company. After talking to you on Monday evening, a meeting was scheduled for Tuesday morning at 8 a.m. This meeting lasted until 10 a.m. when it was terminated as no progress could be made of the belligerent attitude of the company officers. At 2 p.m. the company contacted the local chairman and the difference in attitude was as night and day. It was quite obvious that instructions had come from higher up.

The company requested that a brief be drawn up concerning the Ingersoll switcher, also another with all the grievances that did not come under our respective collective agreements.

A meeting was scheduled for Wednesday, November 25th, at 2 p.m. that lasted until 8 p.m. Although the tone of the officers was very cordial the results were negative.

The Ingersoll jobs are to be changed as of October 7th, 1970, to out-post jobs.

After the attempt of the CNR to arbitrarily run through in Northern Ontario, resulting in the Freedman Commission, all brotherhoods negotiated a clause stating that all changes that adversely affect the working conditions would be negotiated. The company claims that these jobs are not adversely affected even though five crew members must now drive 25 miles to work. The adverse effect can be judged by the fact that one engineer was forced to cover one job; the other was bid by a very junior man that was just set up, that lives near Ingersoll. These jobs are not covered by one of the most senior engineers in London, and the other by a man about middle of the seniority list.

Contracts also provide that the company provide a cook room and cooking facilities. Their answer to this is that they will put anyone up that has to stay overnight at the Ingersoll Inn, and have a restaurant stay open until the afternoon job is finished.

Imagine having a restaurant stay open for one man, or even five men.

In answer to the objections to this the company states that we could take it to a grievance, but we couldn't start this procedure until after the jobs were changed.

This statement clearly shows that they intend to take the full time and could prolong this for over a year. A great many things, in all contracts, depend to a certain degree on mutual respect and acting in good faith, in the spirit that an agreement was entered into. Recently, the past two or three years, it has become increasingly evident that the CNR in the London area has no intentions of acting in good faith with its employees, the general public, or its freight shippers.

I am enclosing a clipping from the London *Free Press* that you are no doubt aware of. These incidents can only increase unless this company changes its attitude. Should the union officials ever decide to act like union leaders this country will be into one of the biggest strikes it has ever seen. The morale of the men is the lowest I've ever seen. Their frustrations and resentments could make a strike very costly and ugly. A strike could, or could not be with the sanction of the unions. Given the right set of circumstances a wildcat strike in one terminal could spread through an entire area or province.

Another area that is causing some concern is the CTC. This body generates no respect from the rank and file railroader in transportation. Hearings before this body in regard to passenger train abandonment are regarded as a farce and a charade, and the CTC is often referred to as "that rubber stamp outfit."

Canadian National Railways

Mr. Pickersgill should be removed from office and the whole body revamped. It is quite interesting that many of the towns and cities that are affected by passenger train cut off have come to the conclusion that it is useless to protest at the CTC hearings. The action of the CTC reminds one of a saying about old time western justice, "You will have a fair trial and then we'll hang you."

I know that on many occasions you have warned your colleagues about the conditions on the CNR. Your efforts are greatly appreciated by our people in this area. It would be a shame if action by the railroaders is the only way to convince them of your good judgment.

It's rather amusing to hear talk of forcing foreign owned companies to act as good Canadian corporate citizens when the government apparently can't force a Crown corporation to act in anything but their own interest. The public be damned attitude of the CNR is becoming more apparent every day.

• (4:30 p.m.)

It is time, Mr. Speaker, for this company to change its attitude towards the people of Canada.

Mr. Osler: Mr. Speaker, I wonder if the hon. member would allow a question.

Mr. Turner (London East): Certainly.

Mr. Osler: Mr. Speaker, I was interested in the hon. member's comments about company methods for making passenger runs unprofitable. Did he happen to be on the CNR train running between Toronto and Ottawa on September 25 when, to my knowledge, passengers requested chairs in chair cars and were told that there was no chair car service? I was a passenger on that train and there were three empty chair cars on the train. That sort of thing is bad; first, for the economy of the railway and, second, for the economy of railway employees, who suffer as a result of lost tips. I was told that this sort of thing is very common, in large part because the computer works out the seating arrangements. Has the hon. member heard about this?

Mr. Turner (London East): Mr. Speaker, I have heard from those who run the passenger trains that these are the instructions they receive from officials, and that they must follow instructions. The position of employees is this: if they follow the rules, they are fired, and if they do not follow the rules, they are fired. That is the situation.

Mr. Robert McCleave (Halifax-East Hants): Mr. Speaker, this is probably one of the most difficult bills coming before Parliament. Of course, my valued colleagues from Newfoundland have raised from time to time in a short, orderly, but persistent fashion, the affairs of the Newfoundland "Bullet" when bills of this nature have been debated. I tend to find myself thinking like James Forsythe, the elderly solicitor of the Forsythe Saga who, when faced with monumental changes, looks blank, and says, "I do not know about it, because nobody ever tells me about these things." However, all the time knows what is going on. You know that that sharp old devil is trying to save his own skin, and that somebody has told him something is going on.

That something is happening you and I know, Mr. Speaker, as does everybody in this chamber. Monumental