

South (Mr. Lewis) tells me that he did not have time to prepare a French copy, but that is just it, there has been no time for that for too long. That is why we hear people complain not only in the province of Quebec but nearly everywhere. When we move a sub-amendment or an amendment, we take the time to prepare it in English as well as in French because we recognize that all through Canada both languages must be dealt with in the same manner.

Mr. Speaker, the N.D.P. amendment provides the insertion, after the words "Freedman Report" of the following words:

By imposing compulsory arbitration and by failing to provide for the appointment of an administrator of the railway companies so that there might be effective collective bargaining.

Mr. Speaker, that amendment changes nothing or practically nothing to the bill before us. In fact, the bill provides that before compulsory arbitration there will be mediation, there will be a mediator who will consider the whole situation.

[English]

Mr. McIlraith: Mr. Speaker, on a point of order, I am not clear whether the hon. member for Villeneuve is raising a point of order on the subamendment. If he is not addressing himself to that point, since we have been unable to obtain a copy of it, I should like to reserve our right to raise a point of order with regard to the subamendment. Until we are able to obtain a copy of it, we have no objection to the debate continuing.

[Translation]

Mr. Caouette: I have no objection to the Minister of Public Works (Mr. McIlraith) considering the amendment in order to decide whether or not it is in order.

However, I wish to call once again the attention of the house to the fact that the appointment of an administrator, as suggested by the leader of the New Democratic Party (Mr. Douglas), will not settle the labour problem in Canada.

As far as the amendment proper moved by the Leader of the Official Opposition (Mr. Diefenbaker) is concerned, I mentioned earlier that this amendment is more or less meaningless. And if we recall what his government did about labour matters when he was prime minister, and more specifically, regarding the Canadian National Railways in 1960, we find that the Leader of the Official Opposition did not work any miracle at that time. The labour problems were not solved;

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the national railroad problems were not solved in the least. Yet, today, it is claimed that the Munroe report is not included in the bill, the chairman of the arbitration board indicates not a single efficient method to settle the problems of fringe benefits and gives no indication as to the implementation of the Freedman report.

Mr. Speaker, we are swamped with all kinds of reports. We are stifled under reports from right and left. Day after day, stacks of reports are brought in and the question has never been solved, the problem has never been settled.

On August 16 last, 15 days ago, I handed the press the following release:

Nowhere in the world has a strike ever settled the labour problem.

That is so true that it always has to be done all over again.

Consider any sphere of the economic activity in Canada and you will see that that is true, be it within the mining industry, the textile industry, the national railways, the building industry, agriculture, be it in any sphere of economic activity in Canada, never have strikes settled the labour issue. It always has to be done all over again. The end of a strike spells the beginning of another.

We are presently considering Bill C-230 aimed at ending the railway strike. While we are discussing this bill, the postal workers' strike is being planned in Canada. The Postmaster General (Mr. Côté), the Minister of Labour (Mr. Nicholson) and the Prime Minister (Mr. Pearson) are aware of this. After the postal workers' strike there will be another strike. Mention is made today in the press of a strike involving 16,000 men in the Sudbury area. There was a strike not so long ago and the problem was solved; a solution was found at that time. Today we have to start all over again. With the railways it is the same thing.

● (5:30 p.m.)

In 1950, under the St. Laurent administration, there was a nine-day National railways strike. What did the Leader of the Opposition say at that time? Back in 1960, former Prime Minister Louis St. Laurent proposed and obtained compulsory arbitration in spite of opposition reproaches—the Conservative opposition—concerning the railway problem in Canada.

On December 2, 1960, after the Diefenbaker government had the house pass the Railway Operation Continuation Act, which suspended