

should not be told, might state what was the general attitude of the provinces in respect to the matter to which I have referred.

Mr. MANION: They were all agreeable to the idea of a questionnaire, and also to the idea of dealing with this matter, but some of the provinces took the attitude that already their charges upon motor vehicles were sufficiently high and that they would not agree to any change in that regard. It was rather with the idea of bringing about an equalization of these charges that the questionnaire was sent out, with a view to dealing with those cases where the motor vehicle was not paying its due proportion of the maintenance and interest charges for highways. However, the provinces were all agreeable to the proposal as finally decided upon.

Mr. BOWMAN: Has either of the railway companies made application to the government for the authority suggested in clause 165 of the Duff commission's report, that the railways themselves should be empowered to provide and operate services of road vehicles, subject to whatever restrictions are imposed upon other road transport operators?

Mr. MANION: That is a question which comes within the purview of the provinces, but in any event the Canadian Pacific and the Canadian National have already decided upon a certain amount of that type of transport in the territory from Toronto to Sarnia and also to Windsor. They have organized and I believe have put into operation, at least they were hoping some time ago to put into operation, a service of collection and delivery by motor truck at either end of the journey. They had to put that matter up to the provinces in order to get their consent. I presume that those arrangements are now in effect, but I have not been definitely advised.

Mr. BOWMAN: Does the minister know whether former railway employees have been given positions as truck drivers and so forth under these new arrangements?

Mr. MANION: The railways have nothing to do with the trucking themselves. What they did was to make arrangements, hiring or renting or leasing arrangements, whereby trucking companies at either end of the route handled the trucking that pertained to the traffic.

Mr. SPROULE: Those arrangements are now in effect at Sarnia in my riding.

Mr. HEAPS: A few moments ago the Minister of Railways and myself had a discussion as to what Mr. Beatty had said at a certain

[Mr. Bowman.]

time and place. I have now his exact words, and in order that there may be no misunderstanding in any quarter as to what he did say, I wish to quote from the published report of Mr. Beatty's speech before the Canadian Club at Toronto on January 16, 1933. I shall quote the whole paragraph in which he refers to expected lay-offs of employees, which appears at page 16 of this booklet, which I have no doubt most hon. members have received. Mr. Beatty says:

Then there is the second objection that union means a disregard for the human element in that it will involve a reduction in personnel. It is true that this may be the result; yet such a reduction is inevitable unless very prosperous conditions are restored. But those who are apprehensive are apparently unaware of the substantial turnover of railway labour in normal times. It has been shown by investigations in the United States that the normal turnover by withdrawals due to ill health, death, retirements and voluntary changes runs from five to six per cent per annum of the total number of employees. Therefore, from natural causes, in the event vacancies were not filled, the personnel of Canadian railways would be reduced in five years from twenty-five to thirty per cent, and it would not be possible to administer the unified properties with a staff reduced below seventy-five or seventy per cent of normal. Consequently, the danger of injustice can be readily exaggerated, and, of course, the danger of reduction, even to the extent I have mentioned, decreases with the return to more normal times and heavier traffic.

It will be observed that the president of the Canadian Pacific Railway admits that in all probability they will get along with 70 or 75 per cent of the staff, assuming that amalgamation takes place, but he also says that if conditions were normal there would be an annual turn over in normal times of about five per cent. But the facts are that conditions are not normal, and we are now legislating in abnormal times, trying to adjust abnormal conditions to suit a particular case or argument. I put this question to the minister: Has he or the government given any consideration to compensation for the men who are likely to be affected by this legislation?

Mr. MANION: I did not question the hon. gentleman's word, but I wanted to have the exact words that Mr. Beatty used, and I have since had them drawn to my attention. I would however point out that the quotation which I gave from Mr. Beatty was not so extreme as the statement he made three weeks later in Winnipeg.

Mr. HEAPS: You would not call Mr. Beatty an extreme man.