

Sinclair Stevens Reports

Reject strikes in essential services

It is likely we will have legislation in Canada permanently banning strikes in essential services — but not this year. Alternatives to the strike weapon will be worked out for such industries.

At the present time, if the government wished to introduce such legislation, I believe it would have general support in the House, but I also believe the Trudeau government will be hesitant to take such a lead.

There is a growing impatience among the public with such essential service strikes. There is a feeling that it is unfair to have parties completely innocent to the issues harmed while management and the unions iron out difficulties.

The general railway strike called by the union last week did not have to occur and it is at least partly due to lack of decisive action on the part of the federal government.

Such a strike, however, once called, has repercussions throughout the nation and this riding. For example, Marsh farmers in our area have been unable to deliver many car lots of fresh vegetables to the Atlantic area. Trucking facilities are not available. As a result, Maritimers have had to resort to United States markets and our local produce will spoil if it cannot be held in cold storage. Officials believe that one car lot of lettuce, onions and carrots, loaded three weeks ago and worth approximately \$4,000, did not reach its destination and that the contents are now spoiled. It is difficult to see how this type of loss assists either management or the union in settling their dispute.

The union has demanded a 21.6 per cent wage increase spread over two years. Railway management has apparently been willing to go

two-thirds of the way but no further in meeting the union position. With inflation running at approximately 8 per cent per annum, it can be seen how, on the one hand it is natural for the workers to make such demands; yet on the other hand, if they are granted such increases, it will inflame inflation further.

A previous settlement in 1966, coupled with the Seaway workers wage increases, triggered a severe round of inflation for the balance of the 1960's.

As the nation grapples with this current unfortunate situation, it is interesting to review the three earlier situations where Parliament has had to resort to temporary legislation to end rail disputes.

The most important single labor dispute to develop in Canada in the post-war period was one involving the railways, which ended in an industry-wide strike of 125,000 non-operating employees during August 22 to 30, 1950. This was the first strike of any serious magnitude in railways since before World War I, and the first in which both major railway systems, the CPR and CNR, were involved on a nationwide scale.

The dispute had been marked by bitter and protracted negotiations for more than a year, from June, 1949 until the announcement, on August 10, 1950 of the union's intention to strike on Aug. 22. The federal government had tried to obtain a last minute settlement before the strike took place.

When the strike began on Aug. 22, the Prime Minister announced that a special session of Parliament would be held to deal with the emergency. On August 24, he also convened a special meeting of leading company and union representatives to resume direct negotiations in

another last-ditch effort to effect a settlement. After two days these negotiations failed.

A special session of Parliament started on August 29, 1950, and a bill to enact the Maintenance of Railway Operations Act, was passed after some discussion and amendment on Aug. 30, 1950. The Act required the railways to resume operations, and the employees to return to work. The parties, meanwhile, were to resume negotiations and, if agreement still was not reached, all issues of the dispute were to be determined by arbitration, the Governor in Council appointing the arbitrator if the parties were unable to agree on their choice.

In 1960 the federal government intervened in a dispute between the railway unions and the railroad companies. The details of the dispute were as follows: in late 1959, the unions demanded wage increases of 7 per cent plus 12½ cents per hour, and improved vacations. A conciliation board, established on March 31, 1960, recommended a two-year contract providing for increases in wages of 2 cents an hour effective on Jan. 1, 1960, and a further four per cent effective May 1, 1961. It also recommended extended vacation leave.

The unions accepted the report, but the railways announced that because of sharply falling traffic and declining revenues, they could not bear the increases in labor costs entailed in the recommendations for the increases in wages. Therefore a strike vote was taken and the union announced that failing a settlement by Dec. 3, 1960, a strike would take place at 8 a.m. on that date.

Kill the - - who?

VANDORF — "Kill the um—oh, excuse me Ma'm".

That's right; that 'guy' behind the mask could very well be a girl. So fans in the stands would do well to watch their language.

(Mrs) Ruth Warden, Vandorf's enthusiastic sports-lad, has announced her intention to enter the field of House League officiating next season, and the decision

is welcomed by all persons associated with the group, since qualified umpires are scarce.

In preparation for duties in '74, Mrs. Warden has already acquired the

appropriate apparel plus a trusty counter, and whisk. And just to brush up on the rules, she'll attend an umpires school in Whitchurch-Stouffville this fall.

Skirl of pipes

Mr. and Mrs. John Kiely of North Carolina were visitors with Mr. and Mrs. Bill Hook and family, Main Street East,

during the Scottish Festival at the C.N.E. Mr. Kiely, pipemajor with the Ashville band was piping with the Charlotte-Caledonia entry.

AN INVITATION

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Sat. Sept. 8 - 10:00 a.m. to 6:00 p.m.

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TEAM	AGE	DATE	TIME	PLACE
NOVICE (294-0332)	8 Yrs.	Sept. 8	12:1 p.m.	Centennial Arena
		Sept. 15	7 p.m. - 8 p.m.	Centennial Arena
		Sept. 22	9 a.m. - 10 a.m.	Centennial Arena
MINOR ATOM (294-4751)	9 Yrs.	Sept. 29	12:1 p.m.	Centennial Arena
		Sept. 9	12:15 - 1:15 p.m.	Victoria Village Arena
		Sept. 13	8 p.m. - 9 p.m.	Centennial Arena
		Sept. 16	12:15 - 1:15 p.m.	Victoria Village Arena
		Sept. 20	8 p.m. - 9 p.m.	Centennial Arena
		Sept. 23	12:15 - 1:15 p.m.	Victoria Village Arena
MAJOR ATOM (294-2265)	10 Yrs.	Sept. 27	8 p.m. - 9 p.m.	Centennial Arena
		Sept. 30	12:15 - 1:15 p.m.	Victoria Village Arena
		Sept. 8	10 a.m. - 11 a.m.	Centennial Arena
		Sept. 16	1 p.m. - 2 p.m.	Centennial Arena
MINOR PEEWEE (294-3733)	11 Yrs.	Sept. 22	8 a.m. - 9 a.m.	Centennial Arena
		Sept. 29	12:1 p.m.	Centennial Arena
		Sept. 11	11 a.m. - 12	Centennial Arena
MAJOR PEEWEE (294-4519)	12 Yrs.	Sept. 29	7 p.m. - 8 p.m.	Centennial Arena
		Sept. 16	3 p.m. - 4 p.m.	Centennial Arena
		Sept. 23	11 a.m. - 12	Centennial Arena
MINOR BANTAM (294-1949)	13 Yrs.	Sept. 30	3 p.m. - 4 p.m.	Centennial Arena
		Sept. 9	2 p.m. - 3 p.m.	Centennial Arena
		Sept. 16	2 p.m. - 3 p.m.	Centennial Arena
MAJOR BANTAM (294-5648)	14 Yrs.	Sept. 22	8 p.m. - 9 p.m.	Centennial Arena
		Sept. 27	9 p.m. - 10 p.m.	Centennial Arena
		Sept. 11	9 p.m. - 10 p.m.	Centennial Arena
MINOR MIDGET (294-5656)	15 Yrs.	Sept. 11	9 p.m. - 11 p.m.	Centennial Arena
		Sept. 16	10 a.m. - 11 a.m.	Centennial Arena
		Sept. 23	10 a.m. - 11 a.m.	Centennial Arena
MAJOR MIDGET (294-2663)	16 Yrs.	Sept. 30	11 a.m. - 12	Centennial Arena
		Sept. 10	10 p.m. - 11 p.m.	Centennial Arena
		Sept. 13	10 p.m. - 11 p.m.	Centennial Arena
JUVENILE (294-5811)	17 - 18 Yrs.	Sept. 16	10 p.m. - 11 p.m.	Centennial Arena
		Sept. 18	8 p.m. - 9 p.m.	Centennial Arena
		Sept. 20	9 p.m. - 10 p.m.	Centennial Arena
		Sept. 23	12:1 p.m.	Centennial Arena
		Sept. 30	2 p.m. - 3 p.m.	Centennial Arena

* Victoria Village Arena - Bermondsey south of Eglington
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Robert Lyon, OMHA Convener

294-4291



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