

NEW SUPER-BOARD IS A

Commons Launches Debate On Massive Transportation Bill

OTTAWA (CP) — Transport Minister Pickersgill gave a pledge in the Commons Friday that the government won't allow the wholesale abandonment of railway branch lines in the Prairie provinces.

"The fears of the West in this regard will be removed," he said as MPs settled down to a long debate on a massive transportation bill introduced last Monday.

Mr. Pickersgill told Alvin Hamilton (PC—Qu'Appelle) that the transport department already is drawing up a list of Prairie branch lines on which abandonment applications by the railways won't be accepted.

These lines, forming a basic network through the grain-growing region, would be preserved intact "for a number of years" to remove the uncertainty now worrying communities along them.

The 24,000-word bill would create a new super-board to take over all regulation in the transport field and implement modern railway legislation proposed five years ago by the MacPherson Royal Commission.

It provides the railways with unprecedented freedom to set freight rates, abandon uneconomic branch lines and scrap money-losing passenger services. The idea is to obtain maximum efficiency in rail transport and let the pressures of competition replace the current maze of federal controls.

Dief Sees Railway Bill Boosting Maritime Rates

OTTAWA (CP) — Unless the government's new railway legislation is changed, it will lead to higher freight rates in the Maritime and western provinces, Opposition Leader Diefenbaker said Friday.

The freight rate structure already was distorted against the two regions, and removing most government controls on rates would accentuate the distortion, he said in the Commons.

He made the comment in opposing a suggestion by Transport Minister Pickersgill that the bill be given quick approval in principle so that it could be sent to the transport committee for detailed study.

Alvin Hamilton (PC—Qu'Appelle) said there are many principles in the legislation that are "very frightening." Many sections needed clarification and he hoped opposition MPs would be provided with independent expert advice.

H. A. Olson (SC—Medicine Hat) expressed concern that most freight rates would be set on a "cost plus" basis under the bill. He also sought detailed information from the government.

WILL MEET MPS

Mr. Pickersgill said officials of his department are ready to meet MPs informally next week to answer all factual questions. The government was ready to accept any amendment that was likely to improve the machinery outlined in the complex bill.

The minister praised Mr. Hamilton for taking a constructive attitude in the debate. The Conservative MP said Thursday night when the debate opened that the legislation is "much, much better" than a comparable bill introduced and shelved in 1964. He added that he hoped the study of the bill could be speeded up.

The massive bill contains proposals to end most government subsidies paid the railways, allowing them to set their own freight rates in competition with other shippers. It also would create a new big government board to ride herd on all transportation matters.

Sweeping Divorce Reform Approved By Barristers

By DAVE STOCKAND
WINNIPEG (CP) — The Canadian Bar Association, not a hatched in sight, gave approval Friday to proposed sweeping reforms in Canada's divorce laws.

Meeting in general session on the second-to-last day of its annual convention, the CBA membership went down the line with a recommendation from its civil justice section that added grounds for divorce include cruelty, desertion, insanity, voluntary separation and willful refusal to consummate a marriage.

All these would be in addition to adultery, sodomy or bestiality or proof of conviction for rape. While adultery is the only ground for divorce in most Canadian provinces, cruelty is an additional ground in Nova Scotia, and in some provinces a wife can get a divorce on evidence of certain forms of perversion.

Desertion would have to be without just cause for three years immediately preceding commencement of divorce proceedings.

Voluntary separation of a husband and wife for three years immediately preceding divorce action would suffice provided a court was satisfied that:

1. "There is no reasonable likelihood of a resumption of cohabitation."
2. The issue of a decree will not prove unduly harsh or oppressive to the defendant spouse."

In essence, cruelty would be defined as any conduct that created a danger to life, limb or health and any conduct judged by a court to be "grossly insulting and intolerable."

ONUS ON CHILDREN

A condition in all divorce cases would be that no decree would be issued until a court was satisfied that arrangements had been made for the care and upbringing of any children under the age of 16.

Though going through the civil justice section's resolution point by point was time-consuming, debate was moderate as the association's general membership took its first firm stand on divorce reform since 1954. At that time, proposals were made to broaden divorce grounds but they were nowhere within the scope of the action taken Friday.

F. A. Brozman of Winnipeg, urging that the association take a stand now on concrete proposals, and not get bogged down in petty quibbling, said: "Canada is the most backward country in the English- and French-speaking world in legislation relating to divorce."

The major area of argument was the proposal that would make three-year voluntary separation a basis for divorce.

Jules Deschenes of Montreal said that while he wouldn't vote against the resolution, despite his Roman Catholic religious beliefs, he didn't think that voluntary separation should be a springboard to divorce.

"It seems to me we are coming dangerously close to divorce by mutual consent."

Other opposition was expressed by Joseph O'Sullivan of Winnipeg who said that for more than 100 years Canadian society had respected the sacredness of Christian marriage—namely, its indissolubility.

"There are many in the country who will deplore the taking away of these safeguards."

Commonwealth Unity Shaken In Division Over Rhodesia

LONDON (Reuters)—A fight over Rhodesian independence threatens the unity of the 23-nation Commonwealth at a 10-day conference of its leaders which opens here Tuesday.

Prime Minister Wilson was expected to face the bitterest attacks yet over his handling of the crisis since Premier Ian Smith's white-minority regime sized independence from Britain Nov. 11.

Two African nations—Zambia, Rhodesia's northern neighbor, and the West African state of Sierra Leone—have warned they may quit the Commonwealth unless Wilson convinces them that he will end the Rhodesia crisis quickly.

Zambia's President Kenneth Kaunda is boycotting the conference and sending Foreign Minister Simon Kapwepwe to London instead.

Tanzania, which broke diplomatic relations with Britain over the Rhodesia issue, was not expected to attend at all.

STICKS TO POLICY

British government sources said that despite African criticism, Wilson would stick to two basic principles:

1. One, he is not prepared to transfer the Rhodesia question to the United Nations, since he maintains that sovereignty over Rhodesia lies only with the British Parliament;
2. Two, he still rules out the use of military force to enforce a settlement and believes his economic sanctions campaign is biting deep and hard into the Rhodesian economy and, given time, will achieve its objective.

But now he concedes that his early estimates of the effect of the campaign were over-optimistic.

At least one-third of the Commonwealth members are opposed to using force against the Rhodesian regime. These include Britain, Canada, Australia, New Zealand, Malawi, Malaysia and Singapore.

But not all Commonwealth countries are opposed to handing over the problem of the United Nations.

Canada will probably support any intensification of efforts to topple the Smith regime, short of the use of armed force.

In Ottawa Prime Minister

No Paper Monday
The Guardian will not be published Monday, Labor Day. The next edition, will be Tuesday, Sept. 6.

Maritime Train Service Delayed At Moncton

Record Wheat Crop Forecast By Bureau

OTTAWA (CP) — Canadian farmer will harvest a record wheat crop of 799,833,000 bushels this year, the Dominion Bureau of Statistics forecasts.

Record crops in Saskatchewan and Alberta will push the 1966 wheat harvest well over the previous record of 723,000,000 bushels in 1963, the bureau said. The crop is 23 per cent larger than last year.

The bureau cautioned that its forecast is based on yields of Aug. 15 and depends on satisfactory weather during the rest of the harvest season.

The Saskatchewan wheat crop is forecast at 511,000,000 bushels compared with 400,000,000 in 1965. The Alberta wheat crop is predicted for 184,000,000 bushels against 153,000,000 last year.

Manitoba will harvest 64,830,000 bushels of wheat, 5,000,000 more than last year.

6th Escapee Re-captured

WINNIPEG (CP) — A sixth escapee from nearby Headingly jail meekly turned himself in to Winnipeg police Friday after five others were collared by police without firing a shot from their arsenal of weapons.

An intense manhunt continued for four others in the Canada area about 20 miles Northwest of here where one of two cars used in the prison break was found abandoned late Friday afternoon.

Among the four still at large was Kenneth Leishman, 34, who has a record of two bank hold-ups and was facing further charges for a brazen gold bullion theft at Winnipeg airport.

Also at large were Barry Kay Duke, 21, held indefinitely after acquittal of a molestation murder charge by reason of insanity; Joseph William Dale, 25, facing a rape charge; and George Wayne Leclerc, 26, of Montreal, charged with false pretences.

Study Of Labor Law Announced

OTTAWA (CP) — A special task force to recommend changes in Canada's labor laws, headed by Jean H. D. Woods of Montreal's McGill University, was announced Friday by Prime Minister Pearson.

Dean Woods, now dean of arts and sciences, was formerly director of the industrial relations centre at the university.

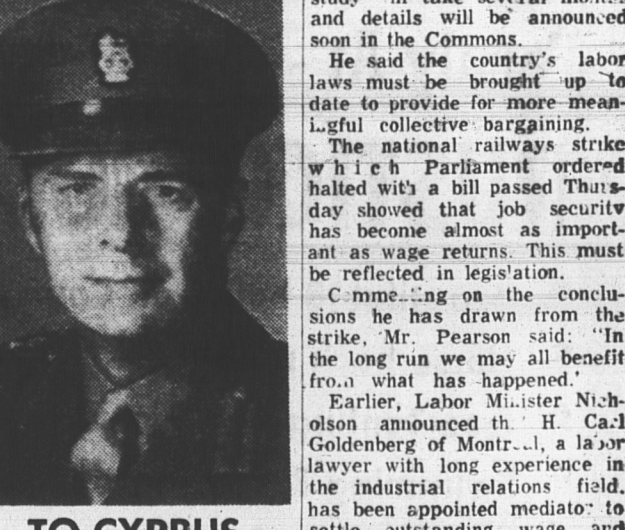
The prime minister said the study will take several months and details will be announced soon in the Commons.

He said the country's labor laws must be brought up to date to provide for more meaningful collective bargaining.

The national railways strike which Parliament ordered halted with a bill passed Thursday showed that job security has become almost as important as wage returns. This must be reflected in legislation.

Commenting on the conclusions he has drawn from the strike, Mr. Pearson said: "In the long run we may all benefit from a what has happened."

Earlier, Labor Minister Nicholson announced that H. Carl Goldenberg of Montreal, a labor lawyer with long experience in the industrial relations field, has been appointed mediator to settle outstanding wage and other issues in the rail dispute.



TO CYPRUS
Lt.-Col. W. W. Turner, 44, of Victoria and Ottawa has been promoted to colonel and will be appointed commander of the Canadian contingent in the U.N. peace-keeping forces on Cyprus in September, succeeding Col. G.H. Hale who will return to Newfoundland as district commander. Col. Turner now is a staff officer in the personnel branch at Canadian Forces Headquarters, Ottawa. (CP Wirephoto from National Defence.)

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NAMED FIRE MARSHAL

Douglas H. Coffin, fire chief at Montague, has resigned his office to take up the position of acting provincial fire marshal as of Thursday, Hon. George Ferguson made the announcement last night. "We are fortunate in being able to procure a man of his ability for this position with his wide experience in fire and fire prevention," Mr. Ferguson said. Mr. Coffin has been chief at Montague for a number of years and it is said he will be missed as director of the Montague brigade.

P.E.I. Express First Moving

MONCTON — E. J. Cooke, vice-president of Canadian National's Atlantic Region, made the following statement Friday afternoon:

"Canadian National has taken every step in the Atlantic Region to restore rail services in line with the legislation passed last night at Ottawa.

"In most places we have had full co-operation from our employees and freight and passenger services have been operated in the usual way. For instance, I was in our express freight yard at Moncton at 5 a.m. today to shake hands with Bud Carroll and Ed Elliott to wish them well as they took two express freight trucks to Prince Edward Island. This was one of the first movements of traffic after the strike.

"However, certain isolated groups are still not abiding by the back to work legislation, and have taken steps to interfere with CN operations. Because of this we have been unable to operate two freight trains between Moncton and Sackville. Passengers on the westbound Ocean Limited from Halifax were brought into the city by bus, and arrangements are being made for them to complete their trips by alternate means.

"I would advise any person planning to travel by train to get in touch with our passenger sales department to get the latest information before departing.

"As far as the future is concerned, I can make no forecasts. I can only hope that the law will be observed, and that our services will all return to normal for the benefit of the travelling public and the economy of the Atlantic Region."

N.S. Premier Calls Session

HALIFAX (CP) — Premier Robert Stanfield announced Friday a special session of the Nova Scotia legislature will be called for next Friday to deal with the "aggressive campaign" of Bell Telephone Co. of Canada to acquire controlling interest in Maritime Telegraph and Telephone Co. Ltd.

Bell is seeking a 51-per-cent control of the Maritime firm, whose board of directors already has advised shareholders not to sell to the larger company.

Island-Bound Freight Halted

MONCTON (CP) — A CNR freight train bound for Moncton from Truro was stopped on the outskirts of the city Friday afternoon by a group of men who earlier had prevented a freight from leaving Moncton for Cape Tormentine, N.B.

A CNR spokesman said the freight was being held outside the city limits while company officials continued their discussions with union officials. However, he said the men carried no placards and there was no way of identifying them as striking railway employees.

Rail traffic elsewhere throughout the Atlantic region resumed operations Friday morning following federal legislation which ended a national railway strike.

The spokesman said it was believed the men blocking the tracks near the Victoria Street crossing in east-end Moncton were shop workers whose union has not ordered them back to work, but this could not be confirmed.

The group stopped freight No. 814 Friday morning as it was leaving the city for the CNR ferry terminal at Cape Tormentine. The train returned to the Moncton rail yards 15 minutes later.

No other trains entering the New Brunswick rail centre from the west met any interference. The westbound passenger train Ocean Limited was scheduled to arrive from Halifax at 5:05 p.m. ADT.

1,100 Rail Workers Reject Work Order

MONCTON (CP)—Angry railway workers rejected the back-to-work order here Friday night, threatening the CNR's Atlantic region with major disruptions.

The vote by 1,100 shouting trainmen came as the CNR struggled to restore service on its lines in the four Atlantic provinces following the week-long national railway strike.

The trainmen, angry defying their leaders who said they should return to work, voted overwhelmingly to re-establish picket lines around the key railway installations in Moncton—biggest rail centre east of Montreal.

The CNR's main line between Montreal and Halifax already was blocked by unidentified men on Moncton's outskirts. Among trains halted was the crack Montreal-bound Ocean Limited.

"The trainmen assembled in the Moncton stadium late Friday afternoon, shouting 'we don't want Pearson's peanuts.' Union members said less than a dozen of the voting trainmen agreed to stay on the job.

There were shouts of "scabs" directed at men who had gone back to their jobs early Friday following enactment by Parliament of the back-to-work legislation.

Moncton is the heart of CNR operations extending from eastern Quebec to St. John's, Nfld. The region's biggest freight yards and repair shops are located here.

The disruptions here came as the CNR—in most parts of the region—appeared to be getting back to normal. Freight trains were running on branch lines east and west of here as early as 5 a.m. ADT.

The region's vital ferry services, which had been on shaky schedules during most of the strike, were also back to normal.

The Ocean Limited, one of the CNR's proudest passenger trains, pulled out of Halifax on schedule at 12:45 p.m. ADT Friday but four hours later was forced to stop because of continued picketing of the railway's main Moncton-Halifax line on the eastern outskirts of this rail centre.

Passengers aboard the Moncton Limited were advised to continue on to Halifax. (Continued from page 3 col. 4)

Pearson Brushes Aside Reports Of Defiance

OTTAWA (CP)—Prime Minister Pearson Friday brushed aside reports that some railwaymen are defying Parliament's order to return to work with the comment that there is widespread obedience.

"I prefer to look at it in that sense," the prime minister told a news conference.

He said union leaders have instructed workers to go back to their jobs. "I think they'll all be at work before long."

Mr. Pearson declined comment on a report that president Donald Gordon of the CNR and Ian Sinclair of the CPR had said no one had looked out for the railways' interest during the debate in Parliament on the strike bill.

The strike bill imposes minimum wage increases for 1966-67 totalling 18 per cent, with mediation aimed at possible further increases and negotiation on fringe benefits and other matters.

The prime minister said it was a serious matter to interfere with union members' rights, but in this case it was necessary in the national interest.

"The government proposed and Parliament disposed in the democratic way of free and vigorous discussion."

Any changes written into the bill about wage provisions "made explicit what was already implicit."

Slowdown Organized

OTTAWA (CP) — A work-to-rule slowdown is being organized by the officers of the Canadian Brotherhood of Railway Transport and General Workers the union's national president announced Friday.

W. J. Smith said the CBRT was seeking the support of other rail unions involved in Canada's nationwide railways dispute.

The CBRT statement said the slowdown would be a means of getting management to the bargaining table immediately to conduct "meaningful negotiations in good faith."

"When our plans have been organized and completed an announcement will be made at which time we hope we will have the support of other rail unions in this program."

1,300 Decide To Stay Out In The West

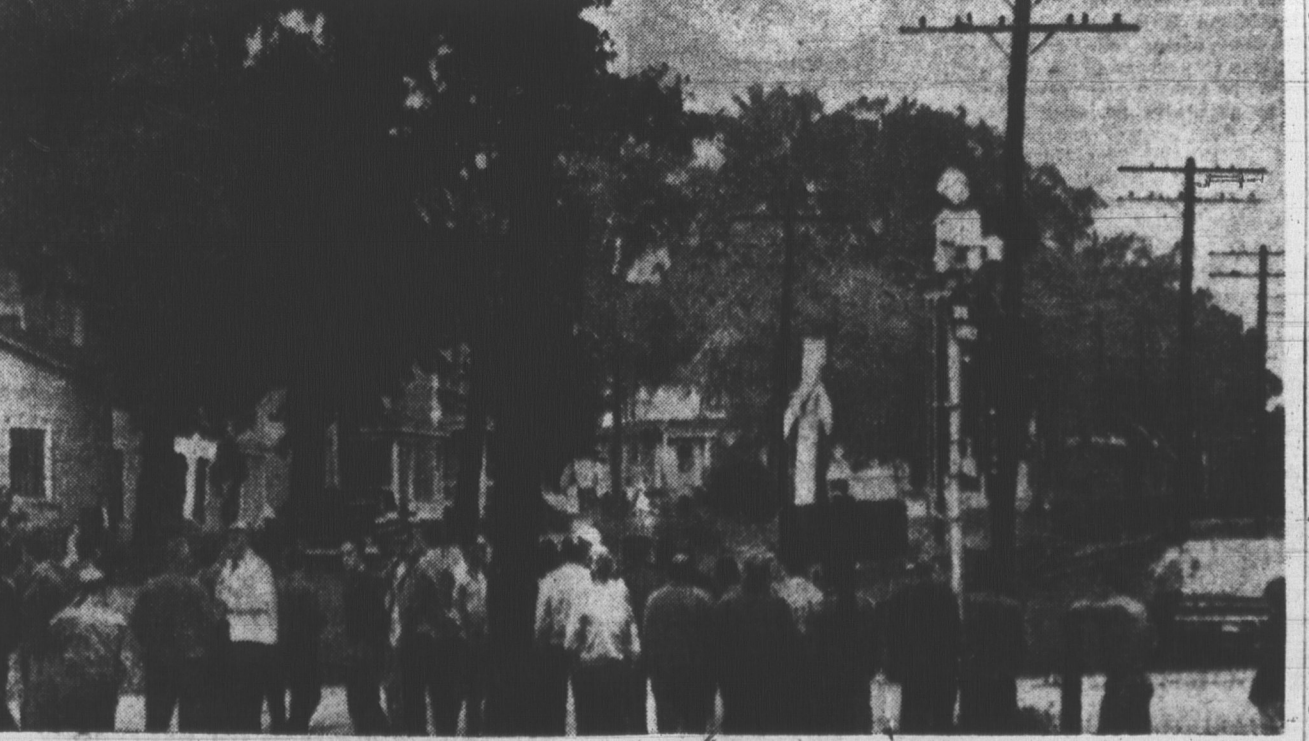
VANCOUVER (CP) — More than 700 striking railway workers at Kamloops and Vancouver today agreed not to return to work under terms of the federal government's back-to-work railway legislation.

EDMONTON (CP) — Six hundred Canadian National Railway employees voted Friday to continue on strike for another day despite passage of federal strike-ending legislation Thursday. They planned to meet again Saturday to consider the situation.

60-70 Remain Out In Nfld.

ST. JOHN'S, Nfld. (CP) — Some 60-70 striking railway machinists in Newfoundland voted Friday night not to return to work despite federal legislation to end the rail strike.

The members of the railway shopcrafts union voted to stay out at least until Monday night, when they will meet again. The reason given by a union spokesman was the lack of mention of trade pay in the legislation.



STRIKERS BLOCK TRAIN AT MONCTON
Striking railway workers in freight train Friday on the Moncton are shown blocking CNR's main line. The men, who stopped two freights, also halted the Montreal-bound passenger train Ocean Limited from Halifax. Passengers were taken off the train and transported to Moncton by bus.