

Inquiries of the Ministry

Following an investigation the board found that there were a variety of reasons for the lay-offs, but that, in their opinion, out of the total of 900 or more who were laid off, some 395 jobs had been affected as a result of the operation of the automotive agreement.

On Monday of this week the union sent me a telegram, the one referred to in the questions by the hon. member for Burnaby-Coquitlam, drawing attention to the fact that of the 900 or so workers who had been laid off, 255 male workers who had been certified by the adjustment assistance board had already returned to work. The union found this rather confusing.

As I stated in the house on Tuesday, I immediately informed the board of the contents of the telegram and I asked for a report. The board met on Tuesday of this week, and since that meeting, my information is that in determining the number of workers laid off in this dispute the board had named the 395 employees who had the most seniority at the time of what is sometimes called the "bumping process" which had been proceeded with in September of last year but which had not been completed. They have had to take another look at it. It seems that the bumping process has now been completed, and that a later date than September 9 should have been used.

Mr. Speaker: Order, please.

Mr. T. C. Douglas (Burnaby-Coquitlam): I have a supplementary question, Mr. Speaker. May I ask the minister a question?

Some hon. Members: Oh, no.

Mr. Douglas: May I ask a brief question and hope to get a brief answer. I want to ask the minister whether the union has been able to get the names of those certified because, as the minister will understand, it is not easy to deal with the situation unless they have the names.

Mr. Nicholson: Mr. Speaker, I think I can answer this question briefly. The trouble with my previous long statement was that it answered three or four questions. I will say to the hon. member for Burnaby-Coquitlam that in order to ensure that the certifications will apply to workers, the secretary of the board has been asked to get in touch with the union representatives.

Hon. Michael Starr (Ontario): Mr. Speaker, I have a supplementary question to the [Mr. Nicholson.]

Minister of Industry. I wish to ask if he can tell us whether all the motor car companies in Canada are using the same formula in applying the auto pact.

Hon. C. M. Drury (Minister of Industry): Mr. Speaker, I am not too sure of the import of that question. I can say, however, that all the motor car manufacturers in Canada are subject to the same rules, regulations and order in council.

Mr. Starr: Mr. Speaker, in view of the fact that the minister is not sure, would he not agree that the auto pact should be referred to a standing committee of the house so we may be able to ascertain the true facts?

Mr. Speaker: Order, please.

[Translation]

SHIPPING**ST. LAWRENCE RIVER—USE OF
ICEBREAKERS**

On the orders of the day:

Mr. Gilles Grégoire (Lapointe): Mr. Speaker, I should like to direct a question to the Minister of Transport.

In view of the fact that ships on the St. Lawrence cannot count on the services of Canadian icebreakers, does the minister intend to table in the house a copy of the instructions given to the icebreakers in operation on the St. Lawrence and does he propose to set up an inquiry on the role of the icebreakers and their efficiency in assisting ships on the St. Lawrence?

[English]

Hon. J. W. Pickersgill (Minister of Transport): Mr. Speaker, I will give most careful consideration to the hon. gentleman's request.

TRANSPORT**PROPOSED SURCHARGE ON CARGOES TO
VANCOUVER FROM JAPAN**

On the orders of the day:

Hon. E. D. Fulton (Kamloops): Yesterday, Mr. Speaker, I asked the Minister of Trade and Commerce if he could report progress on the negotiations regarding the proposed surcharges on shipping into the port of Vancouver. The minister was good enough to say he would take the question as notice. Is he in