

*Supply—Transport*

done by private enterprise; it will be the result of what is done by the government indirectly through the C.N.R., call it mechanization, technological change or whatever you wish. It will have a profound effect on those involved. Surely some method could be devised by the government to assist these workers along the lines used to help workers in the automobile industry.

Further on, this pamphlet tells us, under the heading "Who is Eligible?":

Any worker in the automotive or parts industries with at least 30 weeks employment in the last 52 weeks in these industries prior to lay-off, and who is qualified to receive unemployment insurance benefits. The Adjustment Assistance Board, set up by the government to deal with transitional problems of workers and manufacturers, must find that a significant proportion of workers in a firm or plant will be laid off for at least 30 days; and that this lay-off was the result of the termination, or decrease of, production, or activity arising from the Canada-U.S. automotive agreement.

We might substitute for those final words the phrase "arising from the action of the government through the C.N.R. at the Port of North Sydney". Perhaps the minister could give this some thought and try to arrange something for these men along the lines of the transitional assistance benefit plan.

As I mentioned a moment ago, the minister has a new definition of economics. Some of his statements are quoted in that issue of the *Cape Breton Post* of Thursday, October 28, where they appear along with a picture of himself, the minister of labour at that time and the two Liberal candidates from Cape Breton Island—they are looking upon the great minister as though he were God's answer to the women of Canada, or something like that. Any way, he is being much admired. I must say, however, that at the present time the minister is not greatly admired by the workers who will be affected. Let the hon. gentleman take positive action, apart from what has been announced. We know there is a committee set up. We know that Mr. Ron Kay has been appointed as co-ordinator. There is still some time before this change will hit us badly.

The hon. gentleman has already told us that the *Prinz Bertil* operating between Denmark and Sweden for one of the Scandinavian countries has been bought by the Department of Transport. Would he please tell the committee whether this ship will go into service "as is" or whether she will be sent to Marine Industries, Sorel, before taking up her new duties? In the latter case, will

[Mr. Muir (Cape Breton North and Victoria).]

the work cost the amount which is stated beforehand or will we find that the cost of alterations to the *Prinz Bertil*, if she has not been renamed—

**Mr. Pickersgill:** This ship has been renamed the *Leif Eiriksson*.

**Mr. Muir (Cape Breton North and Victoria):** I am glad to hear that. As long as we do not call it the *Jack Pickersgill*, I am very glad.

**Mr. Pickersgill:** Well, we thought of calling it the *Robert Muir* but wisdom prevailed.

**Mr. Knowles:** What is it—a windjammer?

**An hon. Member:** A garbage scow.

**Mr. Muir (Cape Breton North and Victoria):** I appreciate these interjections. They are most interesting.

As I said at the outset, since this is St. Valentine's Day, the minister will surely have some good information, in the spirit of hearts and flowers, for the workers who will be affected at North Sydney. As for the ship, as long as they did not call it the *Jack Pickersgill*, that is all right. "*Leif Eiriksson*" is in a different class. I would assume that, like the hon. member from heaven, those who have been behind the pulpit are more efficient at being windjammers or blowing a lot of wind than are ordinary members of parliament.

Before I was diverted by the name of the ship, I was about to ask the minister whether this vessel was to be placed in the yard of Marine Industries, as was the *Patrick Morris*.

**Mr. Pickersgill:** Yes, it is. It is going into the yard at Saint John, New Brunswick.

● (7:20 p.m.)

**Mr. Muir (Cape Breton North and Victoria):** Well, I am so glad to hear that. The minister is still playing "I've got a secret" to a certain extent, but we can squeeze a little information out of him once in a while. It is all right so long as it is not another *Patrick Morris*. The Auditor General did not appreciate that episode. This was a bargain ship which was going to cost \$1,200,000, then with conversion \$1,250,000, but when it was finally put into service the cost was \$3,960,000.

I ask the minister to tell us, when he is replying, whether the *Patrick Morris* is now in the position where it can buck ice? Will it be able to function as an icebreaker, like the *William Carson*? Or, when the ice comes into harbour, will it be diverted into the Strait of