

*Proceedings on Adjournment Motion*

worst on record, it is indeed so close to it that records fail to distinguish it. That this is so I think is a matter of record. The government continues to appear unconcerned. A special study on maritime transportation problems is now at long last before us, having been completed, as we understand, some time in February. We received it in June. Perhaps that is because it says nothing and offers no hope. Indeed it contains no solutions to problems in the port of Halifax, but what is much worse than that, it suggests there are no solutions.

Because many of us are not prepared to accept this as the final edict on the future of the port of Halifax, some of us think it is desirable that the public relations aspect of the port of Halifax be enhanced as much is humanly possible, and to this end the government must see, as the rest of us do, the desirability of clearing up the present situation.

Briefly, the dispute can be summed up in a few points. First, the dispute is over the interpretation of section F, article 3 of the working agreement between the government, the National Harbours Board and Local 1843 of the International Longshoremen's Association.

Second, the dispute deals with the right of the National Harbours Board to promote a junior man over a senior one.

Third, the work stoppage at the grain elevators in Halifax is now in its twelfth day.

Fourth, an agreement has been reached, because there is a certain degree of responsibility on the part of the working men, between the local and the National Harbours Board to permit the Nova Scotia poultry industry to secure the required feed for its livestock until the supply of other sources of feed can be arranged.

Fifth, the members of local 1843 agreed two days ago to stay off work and continue their picketing until such time as the matter is settled to their satisfaction.

Many events have occurred in the intervening time and I think some questions should be posed to the government, which I think the longshoremen involved and indeed all those concerned with the port of Halifax would like to hear answered. The first one is: What is the position of the National Harbours Board in this matter? Second, are other feed sources being sought and secured to assist the Nova Scotia poultry industry? Third, why was there a departure from the normal procedure

[Mr. Forrestall.]

in this specific case? Fourth, what is the promotion policy in other N.H.B. ports and indeed all other ports in Canada over which the board has jurisdiction? Fifth, is it the intention of N.H.B. to continue to use so-called white collar workers or office workers in the loading operations of the grain elevators, and if so how long is the government prepared to go along with this?

Finally there are one or two observations which I should like to make. The members of local 1843 of I.L.A., and indeed all men on the waterfront and connected with the waterfront in Halifax, have always displayed a remarkable degree of responsibility. These people are aware of their role with regard to the government, and their responsibilities. I can see no departure from this position during the dispute which is presently occurring in Halifax. If the working agreement between the local and the National Harbours Board calls for a 30 day trial period of any promotion, it strikes me as very curious why this procedure was not followed. At stake is a \$2 million poultry industry. Over the week end both the minister of agriculture for Nova Scotia and spokesmen for the industry expressed the grave fear that if some immediate action were not taken this poultry industry would be lost to the province of Nova Scotia. I suggest, Mr. Speaker, that this industry cannot be impaired. We cannot afford to lose it. I urge the government to take some remedial action and at least clarify the position of the National Harbours Board of Halifax.

**Mr. Jack Davis (Parliamentary Secretary to Minister of Energy, Mines and Resources):** I should like to express through you, Mr. Speaker, the regret of the Minister of Transport (Mr. Pickersgill) at the fact he is unable to be here tonight. I should like to stress the fact he is very much concerned about the situation as it is developing in the port of Halifax. I am very glad, in the few minutes available to me, to try to outline the position as it is seen by the National Harbours Board.

The Minister of Transport has been advised by the management of the National Harbours Board that the existing collective agreement with the international longshoremen's union is being respected. In other words, the board has offered to proceed with the grievance procedures provided by that agreement. In all the collective agreements with the National Harbours Board at all the ports of this country there is a provision for the promotion of qualified men. The procedure to be followed