

*Proceedings on Adjournment Motion*

boat service is in danger of being abandoned and I suspect that next on the list will be our drydock operations.

The other day we received an interim report from the railway transport committee concerning the study of a rationalization program for the Montreal-Toronto-Vancouver passenger train services operated by CN and CP. It is regrettable that the second study commissioned by the railway transport committee of a similar nature, wherein they plan to undertake an investigation of other principal passenger services in the Atlantic region by CN and CP rail, will terminate in Nova Scotia.

It is about time Canadian National and the Canadian Transport Commission recognized that a transcontinental railway should not terminate in Nova Scotia but in St. John's, Newfoundland. It is a little ironic that while the railway transport committee appears to be so concerned with respect to finding ways of upgrading a transcontinental railway service in Newfoundland they have adopted an opposite course, because in our province they have apparently adopted different criteria and instead of upgrading that which we had, they have imposed upon us a passenger service that would not be acceptable in any other part of Canada.

I should like also to call upon the powers that be, the Minister of Transport and the Canadian National officials, to show a deeper concern for the plight of our Canadian National dockyard workers, especially the victims of the most recent lay-off. I would also urge them to develop a closer liaison with Canadian National workers in St. John's. I suggest that if and when they undertake a study and investigation of the docking potential of our dock, as well as the capabilities of existing facilities, they involve the heads of the unions at the CN dock at St. John's as well as some of the senior employees who, having spent years working there, have accumulated a wealth of information which I am sure could be of tre-

mendous help to Canadian National in assessing the potential of the dock.

**Mr. Bruce Howard (Parliamentary Secretary to Minister of Industry, Trade and Commerce):** Mr. Speaker, I am pleased to respond this evening for the Minister of Transport (Mr. Jamieson). He is presently on his way back to Ottawa from Newfoundland.

As explained in the House last Friday by the minister's parliamentary secretary, the situation at the CN dockyard is dependent to a very large extent on the number of projects which CN are able to attract to the yard. As the hon. member knows, there normally is a drop in the workload at this time of year. This necessitates a reduction in the number of employees. Canadian National have advised the minister they are searching actively for more work which could be done in the dockyard and that every effort will be made to keep as many men as possible employed until the time when the coastal boats start coming in for annual maintenance, usually in January.

It is because of the company's attempts to obtain extra work that this confusion arose. The company was under the impression that additional work was coming in and it would be possible for them to maintain employment in the dockyard. But this proved to be false. They were unable to obtain the orders and for that reason confusion arose and the men were laid off again. The minister has had direct communications with the machinist union. They are aware of the efforts that the CNR has made in order to bring additional work to the dockyard.

The hon. member has made a number of valuable points this evening. I will be happy to bring them to the attention of the minister. However, I assure the hon. member that the minister has been in close contact with the CNR and with the union on this matter and he is confident that the CNR is making every possible effort to obtain whatever work is possible in that area to maintain employment in the dockyard at St. John's.

Motion agreed to and the House adjourned at 11.30 p.m.