

*Supply—Transport*

offered between the mainland and Newfoundland. With the completion of the trans-Canada highway in Newfoundland and the general growth in freight traffic, these major steps have become necessary to handle the anticipated volume of traffic. These improvements in the service between the mainland and Newfoundland will necessarily have an impact on employment. While some of the existing employment will decline, new jobs will be created and many economic advantages will accrue to the communities affected by reason of the increase in traffic.

I want the minister to advise the house how many new jobs will be created and what are those economic advantages that will accrue to the communities? What is going to be done for the number of men who are going to be released from their employment? The only information we got from the minister was when he addressed a meeting of the board of trade in North Sydney in 1964. He had a good time, and he made a very lovely speech. He did it very well, had a nice meal, announced what ferries were going to be introduced to North Sydney, took all the plaudits and all the applause, but did not mention that the ferry was going to be a rail car ferry to be put into operation, and thus eliminate so many jobs.

Last week he complained that some members of the official opposition and of the New Democratic Party were suggesting that he might be secretive in negotiations regarding television channels and so on. However, in this instance he has been playing that old television game "I've got a secret" for many, many months because he would not outline to the union, to myself or to the people concerned just what was going to happen. Following the minister's visit, the employees of the Canadian National Railways received a letter from E. J. Cooke, general manager of the Atlantic region. I received a copy of this letter, together with a covering letter, from Mr. H. J. Grayton, vice president of the Atlantic region. We had a meeting with the mayor of the town and other interested officials and from that meeting we were advised that there were an average of 675 persons employed at the docks of North Sydney during the past year.

I should like to place on record an excerpt from the letter sent to the C.N.R. employees by E. J. Cooke as follows:

Indications are that when all changes have been made by late 1968 there will be approximately 100 longshoremen in the North Sydney operation. Most of you know that the introduction of the *Patrick Morris* and the recent settlement of the longshoremen's strike at St. John's will result in a reduction in staff. Providing present traffic levels

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

remain the same, no further major reductions are expected until the fall of 1967. At that time it is expected the rail car ferry will commence operation. A further decrease in staff will take place in late 1968 when it is expected the *Patrick Morris* will operate as a rail car, truck and passenger ferry.

As a result of that meeting Mr. Grayton said that out of the 675 employees only 100 would be required when these changes were made. At Port aux Basques 226 positions would be eliminated; at Argentia 102 positions would be eliminated and the Canadian Brotherhood of Railway, Transport and General Workers employees of North Sydney would be reduced from 62 to 40. Shop crafts employ 22 at present. When these changes come about it will only require ten.

If my mathematics are close to being correct, and sometimes they are apt to be in error, approximately 937 positions are going to be eliminated. As I have already said, at any time this subject was brought up—and I am sure that the minister will agree with me—he always insisted in maintaining that there was going to be more employment. Can he tell me where this employment is going to take place? That is what I should like to know.

Suppose freight going through the port of North Sydney would double in tonnage, what then? I want to know if the jobs of these 575 persons in North Sydney are going to be brought into being as a result of this expected increase and continued increase in freight.

The minister finally got this off his chest and made an announcement, in Sydney as reported in the *Cape Breton Post* of Thursday, October 28, 1965, the headline of which reads "Pickersgill says bright future for northside". This report reads:

Transport Minister Pickersgill said in Sydney, Wednesday night that North Sydney will continue to be the main gateway to Newfoundland—

We have always felt that that is correct, and should be. The article continues:

—and predicted that within three years the town will be more prosperous than it is today. He told one of the biggest Liberal rallies ever held in Cape Breton that workers at the port of North Sydney are concerned with changes that are being made at the waterfront.

"These changes are necessary to handle the vast amount of freight that must be moved to Newfoundland."

I do not know why he is emphasizing that so much. Surely he did not intend to take that away from North Sydney, too.

The article then continues:

The new public wharf will have rail facilities and will continue to service vessels other than the C.N.R."