

*Proceedings on Adjournment Motion*

conclusion, I might say that article II of that protocol, the Canada-U.S.S.R. General Exchanges Agreement, states:

Both governments will encourage and facilitate the exchange of visits by scientists and scientific research workers and the exchange of scientific information.

The whole basis of our defence research production program and sharing program rests entirely on the willingness of the United States to exchange details of highly classified strategic military information with respect to weapons systems, and so on. I suggest that this confidence has been impaired and that the people of Canada deserve a better answer than the one the minister gave the other evening.

**Mr. Bruce Howard (Parliamentary Secretary to Minister of Industry, Trade and Commerce):** Mr. Speaker, I am happy to reply to the hon. member and to reassure him in his concern about this matter. Canada has entered into a new agreement with the Soviet Union to exchange information on technology for the purpose of promoting mutually beneficial business arrangements between the two countries as part of our program to diversify our trade relationships throughout the world. But I hasten to assure the hon. member that any such arrangements have not and will not infringe in any way upon Canada's long standing arrangements for the sharing of military information with the United States.

**Mr. Forrestall:** They already have.

**Mr. Howard (Okanagan Boundary):** I assure the hon. member that any exchanges of information or any sales of material to the Soviet Union have to be agreed to by the Department of National Defence and that no sensitive materials may be exchanged. We have a list of specific materials and items which cannot be exchanged with the Soviet Union. We are obligated in our agreements with the United States to refrain from exporting U.S. technology to the Soviet Union. We honour those agreements and we will continue to honour them.

Furthermore, we have commitments to NATO that we will consult with them on the exchange of materials with any country other than NATO countries, and we honour those commitments and will continue to do so. I can assure the hon. member that his concern is unfounded and that we will continue the course of action we have followed in the past.

CANADIAN NATIONAL RAILWAYS—LAY-OFF OF  
DOCKYARD EMPLOYEES, ST. JOHN'S NFLD.—  
GOVERNMENT ACTION

**Mr. Walter C. Carter (St. John's West):** Mr. Speaker, my question to the Minister of Transport (Mr. Jamieson), as reported in *Hansard* for November 5 at page 9367, was prompted by the recent action on the part of Canadian National in St. John's, Newfoundland, and what I consider to be grossly unfair treatment accorded 28 of their employees. In this particular instance I am compelled to raise two objections. First, I consider that with proper planning and consideration on the part of Canadian National the lay-offs in question were not necessary. Secondly, I take the strongest possible objection to the callous and almost inhuman treatment given their

[Mr. Forrestall.]

employees by Canadian National officials in Newfoundland, as evidenced by the way the lay-off notices were issued.

Union officials have informed me that on October 25, 22 members of the boilermakers' union and six shipwrights first received word of their impending lay-off. On October 27 the lay-off notices were rescinded. On October 29 lay-off notices were again issued, only to be rescinded again on November 1. On November 2 the men were finally told that on Monday, November 8, their services would no longer be required. What kind of treatment is that to give men who in many cases have large families and have given the best part of their adult lives to service in their trade for Canadian National?

Is it any wonder that these men, as well as their fellow employees have lost confidence in Canadian National management in Newfoundland? How dare they toy with the jobs and livelihood of a large number of people in such a heartless, cold-blooded way! One would not expect that kind of treatment from any employer, least of all from one of the largest corporations in this country. This is just one of many indignities imposed on Canadian National workers in St. John's by management in recent years.

Canadian National's St. John's operation can rightfully boast of having on its payroll a group of dedicated, competent and highly skilled workers. It is unfortunate that the fine attributes of the workers have not been matched by high calibre management as well as the facilities provided to enable them to be in a position to compete with their mainland counterparts and to realize the operation's true potential.

St. John's has been referred to as the service station of the Atlantic. Our geographic position lends itself to a truly exciting prospect in so far as ship repairs and related work are concerned. I am of the opinion that we are not taking full advantage of our potential in that respect and the workers themselves are being denied opportunity for full and lucrative employment. Too often must they contend with lay-offs which have been brought about mainly by inefficiency on the part of management. Today, with the high cost of living and with the normal financial commitments that are expected of family men, C.N. dockworkers in St. John's can ill-afford the luxury of a ten-month work year.

• (11:20 p.m.)

What is needed, Mr. Speaker, is a thorough investigation into all aspects of Canadian National's drydock operation to determine, first of all, the potential of the port as well as an inventory of existing facilities, their capability of being able to cater to our potential under existing conditions and the feasibility of upgrading facilities at the dock which could, in my opinion, result in continuous employment for the existing staff as well as a large number of others who could be employed there.

In Newfoundland there is a widespread feeling that Canadian National has embarked upon a phase-out program. We all know the story of the abandonment of our rail passenger service, a plan that was well calculated and well executed by Canadian National. In recent months we have seen evidence of a repeat performance with regard to our rail freight service. I understand that the coastal