

The relevant section of the Unemployment Insurance Act, copies of which have been supplied to the National Convention, (section 40) outlines, *inter alia*, the basis upon which an insured person may be disqualified from receiving benefit on account of neglecting an opportunity to engage in suitable employment. It will be noted that employment in this connection is not regarded as suitable if it is employment in his usual occupation at a lower rate of wages or on conditions less favourable, than those observed by agreement between employers and employees, or failing any such agreement, than those recognised by good employers; or employment...at a lower rate of wages, or on conditions less favourable, than those which he might reasonably expect to obtain, having regard to those which he habitually obtained in his usual occupation, or would have obtained had he continued to be so employed.

Also until a reasonable length of time has elapsed, employment is not regarded as suitable if it is employment of a kind other than employment in his usual occupation.

The only persons who have so far been moved from one province to another under the Unemployment Insurance Act have been single persons over 21 years of age who have themselves been willing to make the move. They constitute a very small fraction of the total number of persons insured and the federal authorities have paid their transportation expenses wherever this was considered necessary. In short, while an insured person who is unemployed can be required to remove to another province to accept employment, there are numerous conditions which must be satisfied before this can take place, and in fact the only such movement which has so far occurred has been on a voluntary basis.

There was only one other question, but I think that has already been answered: "Whether, in the event of union, it would be the policy of that government to reduce the number of personnel employed by the Newfoundland Railway system." They go on to give the answer which I have given before....

**Mr. Hickman** Mr. Chairman, I don't want to take the time of the House, but there was one

short question which I asked on November 25, I think:

In the event of federal union with Canada would the vessels known as the Clarenville vessels remain in the ownership of Newfoundland, or would they be passed over with other assets to the federal government of Canada?

And for the information of the House the answer is:

It is understood that the Clarenville vessels are owned by the Newfoundland government, but are operated for the government by the Newfoundland Railway. In the event of federal union of Newfoundland and Canada, the Canadian National Railways could operate the vessels, either under arrangement with the Newfoundland government, should the vessels remain in the ownership of Newfoundland, or as operators and managers for the federal Crown, should the vessels remain in the ownership of Newfoundland, or as operators and managers for the federal Crown, should the vessels become federal Crown property.

Since these vessels appear to some extent to fall in a special category, it is felt that it would be impracticable, without a more complete examination of the matter than has hitherto been possible, to attempt to settle the question at this time. It is suggested that this matter which could in due course be settled equitably and to the satisfaction of both parties by the appropriate federal and Newfoundland authorities.

That was a question, sir, which I asked through Mr. Smallwood when he was piloting through the terms from Ottawa, and while I may be under a misunderstanding, I thought the question was to include whether the federal government was to continue to operate them in the present service that they are in today, if they are taken over. I thought that was to be part of it. Why I mentioned it was this: the answer again is evasive, it does not give the information we were looking for. If the federal government took over those Clarenville motor vessels, and operated them as such, there would be no reason why the Quebec or Nova Scotia governments could not demand part service of them, and they are of irreplaceable service to Newfoundland to take