

advocate new and creative solutions to labour market problems.

Since it usually takes two or three years to assess projects launched under this program, the Government will allocate about \$50 million to this sector over the next two or three years.

Such initiatives attest to the Government's commitment to create employment opportunities for young people. If the private sector, young people and the Government make concerted efforts and pool their resources, we will find a solution to the problems of young Canadians.

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● (1410)

[English]

### HUMAN RIGHTS

#### BALTIC STATES—SOVIET UNION'S TREATMENT OF CATHOLIC CHURCH

**Mr. Andrew Witer (Parkdale—High Park):** Mr. Speaker, in June of 1941 the Soviet Government began a callous policy of mass deportations from the countries of Estonia, Latvia, and Lithuania. To date more than 760,000 people have been deported from those countries.

An ecumenical service was recently sponsored by the Baltic Federation of Toronto to commemorate this tragic event. This service also reminds us of the present Soviet policy of suppression and intimidation against the Catholic Church in those countries.

In 1983 the Soviets arrested two leading priests of the Catholic Church, Reverend Alfonsas Svarinskas and Reverend Sigitas Tamkevicius, founding members of the Catholic Committee for the Defence of Believers' Rights. They were then sentenced to ten-year prison terms.

Widespread protests and 123,000 signatures on a petition by Lithuanians have demanded their release. I urge my colleagues and the Secretary of State for External Affairs (Mr. Clark) to add their voices to these pleas and to pressure this oppressive regime to restore the basic human right of freedom of religious belief.

**Mr. Speaker:** Order, please. Sixty seconds.

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### CANADIAN NATIONAL RAILWAYS

#### PROPOSED SALE OF MAINTENANCE SHOPS IN MONCTON

**Mr. Fernand Robichaud (Westmorland—Kent):** Mr. Speaker, CN has delivered a severe blow to the Atlantic region. It has announced that it intends to sell its railway shops

in Moncton. This decision will mean the loss of at least 600 jobs in a region of high unemployment.

Last summer the Minister of Transport (Mr. Mazankowski) gave a strong commitment, that he would not support any massive lay-off at the shops. The Minister is not keeping his word. He is not honouring his commitment and he is allowing a Crown Corporation to take 900 people off its payroll in Atlantic Canada.

The people of my area feel very disillusioned with the Minister and the Government. They feel they have been treated unfairly by CN and by the Minister of Transport.

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[Translation]

### THE ECONOMY

#### CANADA'S PERFORMANCE

**Mr. Gilles Bernier (Beauce):** Mr. Speaker, the half-yearly report on the OECD economic outlook indicates that Canada's real economic growth rate this year will be 3.75 per cent, the highest level among all major industrialized nations and third highest among the 24 OECD member countries. Canada's employment growth rate this year will be better than that of all major countries. For this we must be thankful to Canadian businessmen and businesswomen who have been working with our Government to achieve such an outstanding economic performance. Come to Quebec and the Beauce area this summer to see for yourself what ordinary people can do when they are prepared to take risks and are stimulated by a strong spirit of entrepreneurship. The Beauce area, the kingdom of small business in Canada, welcomes you. In Beauce, we are people like—

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[English]

### CANADA POST CORPORATION

#### RURAL ROUTE SERVICES

**Mr. John Parry (Kenora—Rainy River):** Mr. Speaker, I would like to draw to the attention of this House the treatment being accorded residents of rural routes by Canada Post and the Government of Canada.

The method being utilized by Canada Post trying to close rural routes is deceptive. Modest and temporary requests for adjustments are ignored.

While the Government may not be responsible for the methods being used by Canada Post, it must assume the ultimate blame for the elimination of rural routes by having demanded Canada Post be totally self-sufficient by 1987-88.