

Would my colleague agree, for example, that the program we want to initiate, the youth corps, is a noble and worthy initiative that should be supported by all parties?

What about the apprenticeship program the government wants under way, particularly in areas of high tech and where jobs will be required in future growth areas?

What about those kinds of initiatives? Is the Reform Party's policy against those kinds of initiatives? I understand the basic philosophy is that if we reduce taxes more jobs will be created. However does that exclude those kinds of initiatives for youth, the new apprenticeship programs and the like that I have mentioned?

• (1705)

Mr. Scott (Skeena): Madam Speaker, in the area of educational assistance such as apprenticeship programs, provided there is a cost benefit and the benefit outweighs the cost, certainly our party is in favour of it. We believe we have to make a stronger effort to educate and train our people so that they are ready to go into the workforce.

As far as the youth corps and the youth development program are concerned and as far as I am personally concerned, we are really looking at a handout. We are not looking at a hand up. We are not looking at preparing people and getting people into positions where they will be entering the workforce. What we are really doing is handing out taxpayers' assistance to youth.

I am sure the hon. member disagrees with me, but that is the way I see it.

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[Translation]

COMMITTEES OF THE HOUSE

FISHERIES AND OCEANS

Mr. Peter Milliken (Parliamentary Secretary to Leader of the Government in the House of Commons): Madam Speaker, I believe you will find there is unanimous consent for the following motion:

That, pursuant to Standing Order 108(2) concerning the replacement programs for the Northern Cod Adjustment and Recovery Program and the Atlantic Ground Fish Adjustment Program, the House authorize the required personnel of the Standing Committee on Fisheries and Oceans to travel from place to place for the purpose of preparing and holding video-teleconference Committee sittings during the week of March 28-31, 1994, in the following cities: Rimouski, Sydney, Yarmouth, Moncton and St. John's, Newfoundland.

(Motion moved and agreed to.)

Supply

[English]

BUSINESS OF THE HOUSE

Mr. Peter Milliken (Parliamentary Secretary to Leader of the Government in the House of Commons): Madam Speaker, I would also propose the following motion:

That, at the conclusion of the time allotted for the consideration of government business on Wednesday, March 23, 1994, the Speaker shall put all questions necessary to dispose of the third reading stage of Bill C-14, an act to provide borrowing authority.

(Motion moved and agreed to.)

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[Translation]

SUPPLY

ALLOTTED DAY—JOB CREATION

The House resumed consideration of the motion.

Mr. Paul Mercier (Blainville—Deux-Montagnes): Madam Speaker, how much time do I have remaining?

The Acting Speaker (Mrs. Maheu): You have until 5.15 p.m.

Mr. Mercier: Madam Speaker, to emerge from its economic doldrums, our country needs a large-scale collective project, one which will generate our enthusiasm and mobilize us. Such a project exists, but an act of government good will is needed to get it off the ground. I am referring to the project to build a high-speed train to service the Quebec City-Montreal-Laval-Ottawa-Toronto-Windsor corridor. Several studies have already concluded that this project would be economically viable.

The minister is waiting for a new report to be released this summer. However, based on the information he already has, he should be able today to say, without jeopardizing the terms of the venture: "Yes, we will proceed with the high-speed rail project". If the minister were to make this statement now, he would not be hurting the authors of the expected report in any way.

This kind of statement would pleasantly surprise us and would show that our government can at least boast of the three things that my hon. colleague for Laurentides criticized it earlier for not having, namely vision, vision and more vision to create "jobs, jobs, jobs", as promised in the red book.

• (1710)

There are so many reasons to support what could become the major project of this decade that I hardly know where to start, or should I say, I hardly know what I should leave out, to finish my speech on time. In any case, first of all, studies have shown that the market is large enough to ensure the project's economic viability. According to information released by Bombardier, the