

Adjournment Debate

We need tough laws, strictly enforced, to provide equal pay for work of equal value, and incentives to achieve this goal. We need expanded opportunities for maternity leave with pay and the right of women to return to their positions without penalty as to salary or seniority. We need changes in the labour laws to provide collective bargaining rights and fringe benefits for domestic and part-time workers.

For youth, I believe we need closer integration between the world of education and the world of work. There should be an increased number of work study programs during the school year, and more vocational counselling services both in schools and in a family context. We need special government funded projects, for example, environmental clean-up, emergency capital works projects for municipalities which involve the hiring of students and young people, and the subsidization of farm salaries, thereby enabling Canadian farmers to hire more employees. These are emergency measures.

What we need in the long run is planning and goals designed to promote economic growth and bring down present unemployment levels which are costing the economy billions of dollars in lost production and lost consumer spending, not to speak of hundreds of millions of dollars in lost tax revenues and extra contributions to the Unemployment Insurance Commission. I submit that expenditures now will reap huge returns in the long run through full employment. The human and economic misery faced by one million unemployed Canadians, especially by women and young people, demands action now, and the government should be doing some meaningful work to get these people employed.

The Acting Speaker (Mr. Turner): Order. It being 10 p.m. it is my duty to inform the House that, pursuant to Standing Order 58(11), proceedings on the motion have expired.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

TRANSPORT—DISPARITY BETWEEN SUBSIDIES FOR FERRIES ON EAST AND WEST COASTS—GOVERNMENT POSITION

Mr. Benno Friesen (Surrey-White Rock): Mr. Speaker, on November 3 last the Minister of Transport (Mr. Lang) announced his handy-dandy made-in-Ottawa transport policy for northern coastal communities of British Columbia, which he called "improved shipping service". He said, and I quote in part from the announcement:

The three B.C. coastal M.P.s, the Honourable Iona Campagnolo, Jack Pear-sall and Hugh Anderson had assisted in producing the new plan and also will be watching developments and keeping in close touch with constituents to iron out any early problems which may arise.

[Mr. Symes.]

He went on to say:

Rivtow, whose service will be non-subsidized, has agreed to hold the tariff rate while experience is gained in the operation and does not foresee any major increases.

On November 29 the hon. member for Comox-Alberni (Mr. Anderson) was quoted in one of his own papers, the *Campbell-River Upper Islander*, as saying:

The rationale behind the abandoning of the Northland subsidy was that it was distorting, not helping, Northern Navigational services. Competition could be improved if the federal government were not assisting only one company.

● (2200)

I would like to hear what the coastal communities have to say about that.

On November 30 it was discovered that the cost of some of the services within that one month's period had risen by as much as 150 per cent.

On December 3 the New Westminster *Columbian* reported statements of Mr. Bill New, president of Coast Ferries Ltd., and I quote:

He said he feels that the friendship among RivTow President Cecil Cosulich, Roger Marsham, a federal ministry of transport administrator, and Goen Chestnut, an adviser to B.C. Transport Minister Jack Davis, acted as a detriment to his company's interests.

"They, Chestnut and Marsham are acting in the interests of themselves . . . not necessarily to the benefit of the people who are being serviced by the companies that have received these funds subsidies," he said.

"Currently, you could say it is to the benefit of RivTow Straits."

The article goes on to say:

RivTow picked up much of the cargo business abandoned by Northland when Northland's subsidy ran out Oct. 31.

On December 6 the Minister of Transport finally got to Prince Rupert to listen to what the people had to say. He conceded he had waited far too long and that perhaps he had made a mistake in making the decisions he had. That was also when he said that he had to make the changes because the government was "hostage to Northland".

Also on December 6 the Vancouver *Province* ran another article in which it said that the Minister of State (Fitness and Amateur Sport) Mrs. Campagnolo had said to a staff reporter: . . . that unless she gets some quick action from Transport Minister Otto Lang that will soothe the unrest among her constituents, she'll quit the cabinet post.

"I want some action," she said. "If there's no action, I have other recourses."

On December 8, according to the *Globe and Mail*, "Mrs. Campagnolo said Mr. Lang promised last weekend"—that would have been the first week of December—"to improve service within six weeks."

On December 21 the Premier of British Columbia sent a telegram to the Prime Minister saying:

On a per capita basis and using your east coast subsidies as a basis for establishing subsidies, the west coast should be getting more than \$100 million a year. Instead, your Ministry of Transport is in the process of cutting us off entirely.

Two days ago I visited with a resident of Ocean Falls and she told me she had to wait two days to get a plane to get out of Ocean Falls because they were always socked in. Since