

S.O. 21

[English]

SEARCH AND RESCUE

SUGGESTED REFERRAL TO COMMITTEE

Hon. James A. McGrath (St. John's East): Madam Speaker, on this day one year ago the world's largest offshore drilling rig, the *Ocean Ranger*, capsized and sank in a storm 195 miles East of St. John's. The entire crew of 84 was lost.

While I salute the brave men and women of the Canadian Armed Forces and the Canadian Coast Guard on carrying out their search and rescue responsibilities, it is important to note that they must discharge this responsibility over an area of 1.8 million square miles and 11,000 miles of coastline, with resources which leave them under-equipped and under-manned. This situation remains unchanged today despite the findings and recommendations of various judicial inquiries during the past 14 years. The Government's lack of action on those recommendations is emphasized by the Minister's own admission that Canada does not have a search rescue contingency plan to cope with a major marine disaster.

Furthermore, Madam Speaker, I note that the *Ocean Ranger* disaster has been the subject of not one but three U.S. inquiries, including a Congressional inquiry, and that, while there is a federal-provincial Royal Commission, it is important that this House note that this matter has never been the subject of a parliamentary committee. I would therefore urge that the whole question of search and rescue be referred to an appropriate Standing Committee of this House in order that all major inquiries be studied, including the findings of the Cross Report and the Mahoney Inquiry into the sinking of the *Arctic Explorer*.

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CANADIAN WHEAT BOARD

DELIVERY OF RECORD EXPORTS

Mr. Robert Bockstael (St. Boniface): Madam Speaker, the Canadian Wheat Board is setting new export records for grain. There is no doubt Canadian grain producers can meet world demand for grain. Where there is doubt is in the area of delivery systems, grave doubts that the railway system can handle grain shipments. The western transportation initiative is aimed at providing the rail infrastructure needed to allow grain producers in western Canada and producers of other goods and commodities to take advantage of export opportunities. The expansion of the western economy to meet its potential cannot happen unless an efficient rail system exists to meet demand. The western rail system could face huge bottlenecks and delays if the western transportation initiative were not implemented.

At the mid-point of the 1982-1983 crop year, the Canadian Wheat Board has sold 13.5 million tonnes of grain. That is up from the 11.9 million tonnes sold at the same time last year. At the end of the 1981-1982 crop year Canada set a record for exports of about 25 million tonnes. For Canadian grain exports

to grow there must be certainty among buyers that Canada can deliver. For western producers to expand their activities there must be certainty that grain will be delivered. Expansion of the western rail system will mean both producers and buyers can be certain the grain will get through.

The Government of Canada will spend \$3.7 billion over the next four years as part of the transport initiative.

Madam Speaker: Order, please.

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THE ECONOMY

RATIO BETWEEN GOVERNMENT DEFICIT AND UNEMPLOYMENT

Mr. Dave Nickerson (Western Arctic): Madam Speaker, a review of the data reveals a distinct correlation between the Government's annual deficit and the rate of unemployment. In direct contravention of the outdated Liberal-NDP Keynesian economic doctrine, the relationship is directly proportional instead of indirectly proportional. For instance, in that fateful year 1968 when the Prime Minister (Mr. Trudeau) first took office, the deficit was \$500 million with 350,000 unemployed. In 1975 the deficit was \$5.5 billion and unemployment 700,000. In 1981 the deficit was \$13.5 billion and unemployment 900,000. Now the Minister of Finance (Mr. Lalonde) is proposing a \$26 billion deficit, which means unemployment, misery, and the threat of breadlines for over 2 million Canadians.

On December 8 last year Iona Campagnolo, President of the Liberal Party, stated in Charlottetown, "The time for public hatred of the Liberal Party has passed as Canadians adapt to their decline in affluence." Let me warn the Liberal Government that unless its members change their disastrous financial policies and reduce their obscene deficit, and consequent unemployment and human hardship, the decline in affluence witnessed to date will be benign in comparison with that yet to come.

Madam Speaker: Order.

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CANADIAN NATIONAL RAILWAYS

ABANDONMENT OF PRINCE EDWARD ISLAND RAIL LINES

Mr. Bill Blaikie (Winnipeg-Birds Hill): Madam Speaker, recently the Minister of Transport (Mr. Pepin) has been making a big deal out of all the jobs which will flow out of the new railway investment to be made possible by the proposed changes in the Crow rate. Yet, only days after he announced his proposals, the CN hastened to announce that the massive lay-offs scheduled for May 1, 1983, were not going to be cancelled and that the Crow rate had nothing to do with the lay-offs.

Yesterday the CN was successful in obtaining permission from the CTC to abandon 20 per cent of its rail line in Prince