

At the request of our Government, this week there were two days of negotiations, ending today, between the Maritime Employers Association and the International Longshoremen's Association.

The federal Minister of Labour, the Hon. Pierre H. Cadieux—

Mr. Speaker, I cannot go on because there is too much noise. With respect, I would ask that order be restored.

[English]

Mr. Speaker: I would ask all Hon. Members to respect other Members when they are making their statements, and I call for order.

[Translation]

Mr. Tremblay (Québec East): The Canadian Minister of Labour, the Hon. Pierre H. Cadieux, invited the Quebec Harbour Corporation to delegate its chief executive officer to act as an observer during the mediation meetings intended to break the deadlock.

The expectations and hopes raised by those meetings are high. Proposals are on the table. Consultation is required and decisions are needed.

The Harbour of Quebec is a major economic force with an overall annual economic impact of close to \$700 million and accounts for more than 7,000 jobs. The impact of that conflict on the economy of the region is now reaching alarming proportions.

I strongly urge employers and longshoremen to go on with their negotiations and to do all they can to reopen the Harbour of Quebec as soon as possible.

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[English]

TRADE

TAX ON SOFTWOOD MANUFACTURED PRODUCTS

Ms. Pauline Jewett (New Westminster—Coquitlam): Mr. Speaker, one of the many deficiencies in the softwood lumber deal is that Canadian remanufacturers of a number of wood products—pallets, bed frames, furring strips, boxing, and roof decking—now face a 15 per cent tax not only on their raw material but on the value of the finished products.

As a result, hundreds of workers in my constituency face lay-offs. Hundreds more face the same threat in other parts of British Columbia, and several softwood lumber remanufacturers face closure.

I strongly endorse the call of the Coalition of B.C. Secondary Softwood Lumber Manufacturers to the federal Government that it take immediate steps to add a number of softwood manufactured products to the short list of products already exempt from the 15 per cent tax.

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I wrote to the Minister for International Trade (Miss Carney) over a week ago urging immediate correction of these damaging oversights. I am still awaiting her reply.

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ENGINEERING CENTENNIAL YEAR

OUTSTANDING CANADIAN ACHIEVEMENTS

Mr. Bill Tupper (Nepean—Carleton): Mr. Speaker, this morning the Prime Minister (Mr. Mulroney) met with senior members of the engineering profession to mark the inauguration of the Engineering Centennial year in Canada. At that event awards were presented for 10 of Canada's outstanding engineering achievements—items such as the development of our railway network, the construction of the St. Lawrence Seaway, the design and construction of our Beaver aircraft, our Alouette satellite, our Bombardier snowmobile, the construction of the James Bay project, and so on.

The men and women of this profession have been builders, innovators, and creators. They have been great citizens. Over the years the House has been privileged to have among its membership great men and women from that profession. I am happy to rise in the House this afternoon to note the great contributions of those persons to Canada.

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[Translation]

TRANSPORT

RAIL SAFETY—REQUEST THAT GOVERNMENT PROVIDE ADDITIONAL FUNDS TO CN AND VIA RAIL

Hon. André Ouellet (Papineau): Mr. Speaker, the Minister of Transport (Mr. Crosbie) today tabled in this House the report of the Commission of Inquiry into the Hinton Train Collision. I would like first to commend the Hon. Mr. Justice René Foisy and all the members of the Commission of Inquiry for their work and their excellent recommendations.

Unfortunately, the Minister of Transport deserves no such commendation. The Minister unfortunately failed to take the opportunity offered by our Standing Orders to issue a ministerial statement upon tabling the report.

[English]

We want to know if the Government will put its money where its mouth is.

[Translation]

Actually, we want to know whether the Minister will allow extra funding to CN Rail and VIA Rail, two Crown corporations, and also, whether he will provide the departmental inspection services with additional man-years to ensure that