

*Adjournment Debate*

The same problem holds true, only more so, in relation to the Labrador linerboard mill, which is a \$200 million concern subsidized by the government of Newfoundland at some \$25 million per year. One of the many problems confronting the mill is due to the lack of common sense planning for transportation to provide cost effectiveness in delivering the resource to the mill from the woods, let alone competition as a result of high transportation costs to reach offshore markets and compete with mills in the United States and Europe.

While time does not permit me to go into the many other factors relating to transportation support, I hope the terms of reference will include the basic demand that railway workers in the area will be allowed to provide an input into problems of rail freight service which has been neglected for so many years by the CNR.

● (2210)

I hope that the Corner Brook Development Association and councils and chambers of commerce which have just completed a massive transportation study on the Corner Brook harbour will be included in the deliberations by the committee. I hope that the transportation base which exists in Newfoundland between Deer Lake, Corner Brook and Stephenville connecting the northern and the great northern peninsula as well as the western corridor, which consists of Bay St. George and Port au Port, will become part of the study that will finally make a realization that in order to produce and take advantage of the rich resources of Newfoundland, we must have a transportation system.

I trust that the parliamentary secretary will relate this to the minister and that I will get an answer that he is indeed thinking along the same lines.

[*Translation*]

**Mr. Marcel Roy (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, to confirm the extent to which communications are efficient between the province of Newfoundland and Labrador, the Minister of Transport (Mr. Lang) and the Newfoundland Minister for Intergovernmental Affairs, Mr. Alex Hickman, announced today the setting up of a commission of inquiry into transportation services in Newfoundland and Labrador. The Minister of Transport stated that the commission will look into existing services with a view to determining whether they meet generally accepted standards in Canada and will recommend, if indicated, such changes as will meet present and future needs. It will also give its conclusions and recommendations in a report to be presented to the Minister of Transport before December 31, 1977.

The Minister of Transport pointed out, as mentioned by the hon. member, that the active participation of the public will constitute one of the essential elements of that inquiry, and that the commission will hold public hearings in various centres across Newfoundland. The minister also added that he had asked the CN to suspend any changes of structural or technological nature which might lead to the lay-off of permanent employees during the inquiry. The number of seasonal

[Mr. Marshall.]

employees will continue to fluctuate according to the volume of traffic.

The federal government consulted the Newfoundland government with regard to the mandate and membership of the commission which was set up under Part I of the Inquiries Act.

[*English*]

I suggest that with regard to the terms of reference of this commission of inquiry into transportation services into Newfoundland and Labrador, the hon. member examined the press release of the terms of reference that was distributed to all members of parliament this afternoon. If the hon. member wants, we can table that documentation. I have all the terms of reference in my hand tonight.

NATIONAL DEFENCE—POLICY OF DEPARTMENT WITH RESPECT TO UNIFORMS FOR CADETS

**Mr. Donald W. Munro (Esquimalt-Saanich):** Mr. Speaker, I regret to report that once again the Canadian people have been let down by the government. What is more, Canadian youth has been grossly deceived by the government. It is a dangerous procedure for this country in its present delicate balance hovering between hope and cynicism, fear and misgiving, unity and disintegration. Credibility in government is more essential today than it ever was.

On April 13, 1976, in answer to a question from me in the Standing Committee on External Affairs and National Defence, the then Minister of National Defence gave this undertaking:

We have listened to the representations of the naval cadets, and the Chief of Staff and I have agreed to defer any change in the naval cadet uniform for at least 18 months to two years to enable full discussion with personnel interested in the naval cadets, to have them come to us and make their case on cost and any other factors you have mentioned, the design, cut and so on.

There was the undertaking of 18 months to two years to enable full discussion. On January 13, barely seven months later, the present Minister of National Defence (Mr. Danson) made this statement to the Conference of Defence Associations, speaking about the same matter. I quote:

We need to encourage greater service identification and greater unit identification . . . After all, if a man joins up to be a sailor, he wants to be identified as a sailor.

There are two undertakings, two expressions of opinion that looked as though the naval cadets were going to be allowed to continue to wear their naval uniforms.

Barely a week later the Navy League had a meeting with the Minister of National Defence. They were listened to perfunctorily when they presented their case, but the decision was taken on January 20 of this year, nine months after "consultation" had taken place, that a safari-type uniform would be issued to all naval cadets. This is what I mean when I say Canadian youth have been deceived. They had been led to believe they could continue wearing their traditional uniforms.

There are some 14,000 young Canadians in nautically oriented programs. The basic aim of the cadet movement is to give young people the advantage of training, to get them to