

Adjournment Debate

Messrs.

Guilbault	Loiselle	Prud'homme
Haidasz	(Chambly)	Railton
Harquail	Loiselle	Reid
Herbert	(Saint-Henri)	Rompkey
Hopkins	Lumley	Rooney
Isabelle	MacDonald	Roy
Jamieson	(Cardigan)	(Laval)
Joyal	MacGuigan	Sharp
Kaplan	Marceau	Smith
Lachance	Marchand	(Saint-Jean)
Lajoie	McIsaac	Stanbury
Lalonde	Milne	Stollery
Landers	Nicholson (Miss)	Tessier
Laniel	O'Connell	Trudeau
Lapointe	Ouellet	Turner
Leblanc	Pearsall	Watson
(Laurier)	Penner	Whelan
LeBlanc	Philbrook	Yanakis
(Westmorland-Kent)	Pinard	Young—96
Lessard	Portelance	

● (2200)

Mr. Speaker: I therefore declare motion No. 3 lost.

Hon. Donald C. Jamieson (for the Minister of Industry, Trade and Commerce) moved that Bill C-23, to facilitate conversion to the metric system of measurement, as reported (with amendments) from the Standing Committee of Finance, Trade and Economic Affairs, be concurred in.

Mr. Speaker: Is it the pleasure of the House to adopt the said motion?

Some hon. Members: Agreed.

Some hon. Members: On division.

Motion agreed to.

Mr. Speaker: When shall the bill be read a third time? At the next sitting of the House?

Some hon. Members: Agreed.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

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

TRANSPORT—APPOINTMENT AND TERMS OF REFERENCE OF COMMISSION TO STUDY PROBLEMS IN NEWFOUNDLAND

Mr. Jack Marshall (Humber-St. George's-St. Barbe): Mr. Speaker, unfortunately the question I wanted to discuss tonight is a bit superfluous because the Minister of Transport

(Mr. Lang) announced today the appointment of a commission to look into the transportation problems of Newfoundland. I did try, however, to find something to discuss and I think I was able to come up with an answer.

The commission which has been appointed is another commission to study a transportation problem which has been studied so many times before that everybody in Newfoundland certainly knows the answers—with the exception of both levels of government which asked that yet another study take place. I have said many times before that there was no need of another study after the findings of the Trans-Newfoundland Corridor Transportation Study. Its many volumes discuss the needs of Newfoundland with regard to an intermodal transportation system, including the demand characteristics and user opinion of passenger transportation, air transportation, the trucking industry, inter-city bus service, the change from narrow gauge railway to standard gauge and vice versa, but we are to have still another study of transportation problems when the answers are already obvious.

The minister indicated that the present commission would look at particular Newfoundland needs and that all the studies I have mentioned, and others, would be considered, and that recommendations would be forthcoming to establish a system for the province in line with economic and social factors.

While I am not aware of the terms of reference of the commission I hope that the minister will take my advice. He told me he would include in those terms of reference not only the intermodal base but the relationship to the industries that provide the livelihood of many Newfoundlanders.

My knowledge of those industries is confined more to the western end of the province and I hope the commission will consider the following factors.

First and most important is support for the pulp and paper and linerboard industry in western Newfoundland. I regret to say that due to all the long-shot gambles and political stupidity in the past to create industry for the sake of expediency, that all the millions of dollars put in by the federal and provincial governments went down the drain of expensive dreams. After some 27 years of confederation we still depend on the Bowater pulp and paper industry as the main source of economic stability. That industry was established before Confederation by free enterprise. It took advantage of the resources available and made a go of it. Unfortunately, however, the mill has reached the point where, as a result of its isolated position and distance from the United States and other offshore markets and the resultant cost of transportation, it is becoming more and more difficult for it to compete with new mills coming on-stream in other market areas in the United States and offshore.

This, coupled with the burden of an infestation of the forests which seems to be beyond the capability of anyone to control, means this resource based industry could collapse. Every effort must be made to recommend, in consultation with knowledgeable Bowater officials, the transportation means necessary to lend stability to its continuance for the economic benefit of Newfoundland.