

Order Paper Questions

4. In 1982-1983, there were 20,411 training contracts with employers under the National Industrial Training Program. Some companies may, however, have had more than one contract, therefore the exact number of companies participating in the Program is not available. In 1983-1984, there are an estimated 25,850 contracts under this Program. It is estimated that 2,300 of those will be concerned with training in high technology occupations.

SPECIAL EMPLOYMENT INITIATIVE PROGRAM

Question No. 689—**Mr. Gilchrist:**

Were any funds provided under the Special Employment Initiatives Program in the constituencies of (a) Scarborough West (b) Scarborough Centre (c) Scarborough East (d) York—Scarborough and, if so, in each case (i) what total amount was allocated to the constituency (ii) what total amount was applied for (iii) what date(s) was the funding for the projects announced (iv) what total amount was approved to date?

Mr. Jean-Guy Dubois (Parliamentary Secretary to Minister of Employment and Immigration): Please refer to the list of Job Creation projects tabled in the House of Commons on Tuesday, February 21, 1984.

Funding for the Special Employment Initiative was not allocated on a constituency basis. As of February 16, 1984, \$207,000,000 was approved in all provinces and territories by some 16 federal government departments and agencies.

[English]

Mr. Hopkins: I ask, Mr. Speaker, that the remaining questions be allowed to stand.

Mr. McKinnon: Mr. Speaker, I should like to ask the acting Parliamentary Secretary or his replacement about question No. 368 which is on the Order Paper. It shows the date of January 16. That is because we started a new session. The question has actually been on the Order Paper for three years. It is a simple question addressed to the Department of National Defence about the amount that it has increased the defence budget over the years. The question could not be simpler. I do not think it would take more than 10 minutes of staff work to answer it. I think the problem is that the answer the Department is willing to provide will be a truthful, honest answer and will not be in agreement with some of the flatulent statements that have been made by the last two Ministers of National Defence on the amount by which they increased the defence budget.

I ask once again that the Parliamentary Secretary get after that Department to try to get an answer to a three year old question.

Mr. Hopkins: Mr. Speaker, I will undertake to bring this question to the attention of the Minister of National Defence and also to that of the Parliamentary Secretary to the President of the Privy Council.

Mr. Speaker: The questions as enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

Some Hon. Members: Agreed.

GOVERNMENT ORDERS

[English]

BUSINESS OF SUPPLY

ALLOTTED DAY S.O. 62—TRANSPORTATION SYSTEM

Hon. Don Mazankowski (Vegreville) moved:

That whereas a sound national transportation system is essential for economic growth in Canada, this House condemns the Minister of Transport for issuing contradictory statements which have created uncertainty and confusion in the transportation industry and amongst users of the transportation system, and for his failure to fulfill his promises and commitments relating to the creation of jobs and investment and the improvement of rail service under the Western Grain Transportation Act; the modernization and upgrading of passenger rail service; the reduction of domestic air fares in 1984; the improvement of transportation safety in all modes; and the revitalization of Canada's marine industries.

He said: Mr. Speaker, this is indeed a very important motion because it calls upon the Minister to account for his actions since his appointment to the Ministry of Transport some seven months ago. This motion zeros in on the ad hoc and short-term political approach he has followed. It calls upon him to account for his incoherence in the pronouncement of Government policies with statements which have been contradictory, misleading, ill-conceived, sometimes destructive, sometimes foolish but, above all, inconsistent. It calls upon the Minister to account for his credibility as a spokesman for transportation matters in the country and for his competence.

It has become clear and obvious during the course of the last seven months that this Minister has been consistent in one aspect, that is, he has always put the political interests of his Party and himself ahead of the interests of the people who rely upon transportation and the transportation industry itself. That is unfortunate, Mr. Speaker. He will say or do anything as long as it looks good politically. In summary, that is really the short legacy of this Minister's stewardship since he assumed this very important portfolio.

That is the Minister's number one guideline. The second is that he does not worry about fulfilling the promises or raised expectations as a result of his political musings. He just tells people what they want to hear and does not worry about past statements or actions. He just uses the same old Liberal ballyhoo, deceit and manipulation that his colleague, the former Minister of State for Multiculturalism, alluded to when he left that Cabinet portfolio.

• (1220)

In the course of an adjournment debate the other day I said that the Minister has to be the most shifty, elusive and perhaps