

Restraint of Government Expenditures

member for Coast Chilcotin had charged that there was a "sweetheart" deal which had been made between Rivtow and the minister's department. Well, Mr. Speaker, there are many attitudes which can be used to describe the hon. member for Coast Chilcotin—tenacity, integrity, political honesty, forthrightness. But "emotionally overwrought", never. I note some chuckling from the backbenches on the Liberal side. Perhaps they do not have the same perspective of the hon. member as I do.

Mr. Condon: We are laughing at you.

Mr. Brisco: Well, I do not mind being chuckled at, when I consider the source.

Mr. Condon: Get your priorities straight.

Mr. Brisco: It can never be said of the hon. member for Coast Chilcotin that he is emotionally overwrought, but after listening to the comments of the hon. member for Skeena on the Jack Webster show, I have come to the conclusion that she is the one who is emotionally overwrought; she is the one who was filled with aserbic vituperation. Look at the reports in the press. Look at what appeared in the *Vancouver Sun* and in the *Vancouver Province* and see what is happening to the credibility of this government among those who live on the west coast. It is disappearing by the moment, if it is not already gone. In a vain attempt to bolster it up, we see one member, the hon. member for Coast Chilcotin, supporting the residents of that area of Canada. The *Vancouver Province*, in its issue of November 5, states as follows:

● (1630)

Pearsall said he suspected a sweetheart deal after Ministry of Transport officials Rogers Marshall and Alan Campbell were sent from Ottawa to Vancouver last weekend ostensibly to renegotiate the subsidy for Northland.

But, Pearsall said, Marshall and Campbell met first with Rivtow and B.C. government officials before conferring with Northland.

Capt. Louis Fleming, Northland's manager, said his impression of his 40-minute meeting Sunday with Marshall and Campbell was that "they came with an offer knowing I would have to refuse."

"Their proposal involved moving a large part of Northland's operation to Prince Rupert," Fleming said. "They weren't serious about it and they gave me less than 24 hours to say yes or no."

The *Vancouver Province* for October 29 last had this to say:

The entire subsidy business, on both the east and the west coasts, has seemed very fishy indeed. Federal subsidies are denied the B.C. ferry fleet because it provides an intraprovincial service which should be the entire responsibility of the province concerned. Yet a similar intraprovincial run across the St. Lawrence River in Quebec is subsidized.

It is not difficult for me or for other members to understand why Rivtow got this sweetheart deal. After all, we know that Mr. Cosulich is a bagman for the Liberal party and it makes common sense. After all, why not? It is the usual thing with this pork-barrelling government and is nothing new. Northland Shipping asked the government to provide, on a descending scale over a period of seven years, \$3.8 million at the start, reducing to \$200,000, plus an \$11 million commitment by Northland. But this was sandbagged by the Minister of Trans-

[Mr. Brisco.]

port, just as the Acres report which recommended continued use of Northland Shipping was sandbagged by the minister.

I have heard the beatings of Liberal members on the other side who say that we do not contribute, that we do not criticize, or that when we do, we do not offer constructive alternatives. But it is very difficult to offer constructive alternatives to a government that clearly does not operate with integrity. There are many other comments that could be made on Bill C-19, but I am sure that other members of the official opposition will be contributing in like manner.

The Acting Speaker (Mr. Turner): Would the hon. member for Kootenay West (Mr. Brisco) accept a question from the Parliamentary Secretary to the Minister of Transport (Mr. Roy)?

Mr. Brisco: Certainly.

[*Translation*]

Mr. Roy (Laval): Mr. Speaker, concerning government priorities, particularly with regard to the action taken by the government to open French stations outside Quebec, I would ask the hon. member whether he is opposed to such a priority. If so, it seems to me this is an approach that goes against the objective of the Official Languages Act, and I think that such an approach, considering the events that took place on November 15 last, merely helps bring about the country's collapse.

[*English*]

Mr. Brisco: Mr. Speaker, I have no argument with that particular program provided it is implemented under the guidelines that have been clearly laid down by the Canadian Radio-Television Commission. Those guidelines, as the hon. member well knows, provide coverage for a certain percentage of Anglophones or, conversely, a certain percentage of Francophones. But when either English language or French language radio or television is thrust upon Canadians in areas where those percentages do not apply, those guidelines are violated.

Some hon. Members: Oh, oh!

Mr. Brisco: Let me finish, Mr. Speaker. I said "when", not "if". I said that when those guidelines are violated, I consider it to be wasteful. I made no reference at all to this particular program. I was talking about when the guidelines are violated. If the hon. member does not like the truth, let him put up or shut up.

Mr. Roy (Laval): I do not agree at all with that kind of statement, and it is not according to the facts.

Mr. Walter Baker (Grenville-Carleton): Mr. Speaker, I am very honoured to participate in the debate this afternoon. Although the hon. member for Northumberland-Durham (Mr. Lawrence) complained, and I think rightfully so, with respect to the timing a few minutes ago of the statement by the President of the Treasury Board (Mr. Andras) with respect to establishing a royal commission of inquiry on financial organization and accountability in the government of Canada, he