

Nova Scotia. This is a serious matter which demands immediate attention.

I should like to close on the most incredible note of all concerning the situation which exists in the Cape Breton area. We have an unemployment rate of 17.4 per cent and we have CN Marine operating between North Sydney and Port-aux-Basques, Newfoundland. Because of the unemployment rate, one would think the federal government would upgrade that operation so as to get the maximum benefits of this operation for industrial Cape Breton. Wrong!

Clarke Transportation Canada Ltd. receives a subsidy of approximately \$16 per ton to ship from Montreal to Newfoundland. CN Express has given a commitment to Federal Commerce and Navigation Co. Ltd. which operates between Halifax and Newfoundland to ship a guaranteed number of tractor-trailers, all of this to compete with a fellow Crown corporation and deny jobs to an area which greatly needs them. This is contrary to the fact that the fastest route to Newfoundland is through North Sydney. The Department of Transport and Canadian National, with the acquiescence of CN Marine, are giving the cream of the cargo to private firms to the detriment of CN Marine and the North Sydney area.

The right hon. Prime Minister said that he is committed to the small community lifestyle. To that I say small communities cannot exist without jobs. There is a systematic and routine procedure by the Department of Transport and CN Marine to make the facilities at North Sydney so bad that no one will want to use them. If the facilities are not used, the abandonment will be justified.

There is very little advertising of the CN facilities between North Sydney and Port-aux-Basques. As far as average Canadians know, if they want to go from North Sydney to Port-aux-Basques, they would have to put their luggage between their teeth and swim. I appeal to the Minister of Transport, and the Minister of State (Transport) to look into the injustice of the CN Marine operation and to upgrade the North Sydney service as should be done. The subsidy to Clarke Transportation Canada Ltd. and the agreement with Federal Commerce and other private companies are wrong, and I urgently request their termination. People of North Sydney are being unjustly dealt with, and this injustice should be corrected. In addition, cancelling the subsidy to Clark Steamships Limited would greatly aid the President of the Treasury Board, because with the money saved he could proceed with decentralization in the Sydney area.

Some hon. Members: Hear, hear!

● (2010)

Mr. Deputy Speaker: Is the House ready for the question, or shall we wait two or three minutes?

Mr. Harvie Andre (Calgary Centre): Mr. Speaker, it is a pleasure to take this opportunity of joining in this debate on the motion in reply to that very excellent and welcome throne speech His Excellency the Governor General delivered earlier this week. It was a throne speech unlike many others I have

heard in that it was devoid of a lot of what one columnist called purple prose. It was in fact a terse description of the plans and programs of this government for the coming legislative term.

Some members on the opposition benches have decried the fact that there was nothing new in the throne speech. Several members of the media have said there were no surprises. It was not intended that there should be any surprises. We campaigned earlier this year outlining the programs, policies, and activities or actions we would implement as a government, and the people of Canada by their vote approved of that program. We are now carrying forward our promise to implement it.

The government has clearly indicated it intends to fulfil its commitment to reduce government involvement in the lives of individual Canadians, and its involvement in the economy. We intend to reduce the profligate and wildly extravagant spending patterns that have become the norm in Canada. We intend to reduce the \$12 billion deficit, and balance the budget. We do not intend to continue the practices of the previous government of saddling future generations with our extravagances.

The government intends to reduce the involvement of government in the lives of Canadians in other areas. It is the government's intention to reduce its involvement by regulation, and thereby reduce the burden that imposes. We intend to reduce these involvements that result when we have a government, as we have had in the past, which assumes it knows what is best for Canadians, and knows better than the individual what is right, what is proper, and what will lead to a great future. We recognize and have confidence in the ability of Canadians as individuals. We recognize that it is the Canadian citizen, the Canadian individual who is most important, and that if we look after the interests of the Canadian citizen the country's interest will be looked after very well indeed.

That was the thrust of the throne speech. It was not intended to be surprising, but to contain those things we committed ourselves to a long time ago. There was nothing secret. We explained our programs to the people of Canada, they cast their ballots, and now we are going to follow through with those commitments.

Some hon. Members: Hear, hear!

Mr. Andre: I take a certain amount of pride in certain parts of the throne speech and the reiteration of those commitments, particularly those aspects dealing with the area of Crown corporations, an area in which I involved myself to a very large degree while in opposition. I am delighted to note the progress which has been made in this very important area since May. I am delighted to note the actions already taken by the President of the Treasury Board (Mr. Stevens). I was delighted to note the commitment in the throne speech that we will soon have a Crown corporations' bill presented to the House to put in place a structure that will assure us that never again will an auditor general be able to say, as was said two years ago, that the degree of financial management and control of Canadian