

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

Mr. Speaker: Order, please. It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised at the time of adjournment are as follows: the hon. member for York-Sunbury (Mr. Howie)—Research—Inquiry as to programs to stimulate development of manufacturing sector; the hon. member for Humber-St. George's-St. Barbe (Mr. Marshall)—Manpower—Canada Works Program—Date of announcement of third phase—Use of slippage funds; the hon. member for Kootenay West (Mr. Brisco)—External Affairs—CIDA grants to foreign countries—Request for government reconsideration.

PRIVATE MEMBERS' MOTIONS

[English]

Mr. Speaker: It being 5.12 p.m. o'clock, the House will now proceed to the consideration of private members' business as listed on today's order paper, namely, notices of motions and public bills.

Is there some understanding about the particular notice of motion which will be proceeded with, in view of the lateness of the hour?

Mr. Pinard: Mr. Speaker, the understanding is that we will proceed with motion No. 2 if there is unanimous consent.

Mr. Speaker: Is there unanimous consent?

Mr. Paproski: Agreed.

Mr. Knowles (Winnipeg North Centre): Agreed. It is at the top of the list in any event, Mr. Speaker.

Mr. Speaker: I understand that at 13 minutes past six o'clock the House will adjourn for the supper hour and will resume at the usual time of eight o'clock this evening. Is that agreed and so ordered?

Some hon. Members: Agreed.

Merchant Marine

[Translation]

MERCHANT MARINE

IMPLEMENTATION OF THE DARLING REPORT RECOMMENDATIONS

Mr. Raynald Guay (Lévis) moved:

That, in the opinion of this House, the government should consider the advisability of reviving the Canadian Merchant Marine, and applying the recommendations of the Darling report.

He said: Mr. Speaker, I think it is time to start studying serious matters because, as private member of this House, even though I sit in the first row, I am happy to see that television shows the Canadian people how much time is wasted in the House in discussing matters which are already being looked into by commissions or other groups.

In fact, lest I be called to order I shall only skim on the subject, namely the notice of motion I gave the House in October. As you read yourself just a moment ago, Mr. Speaker, this is in fact the tenth time I have taken part in a debate on the merchant marine. In a little while, I shall give the House several quotations to prove that though all hon. members may not have wasted their time, I myself, as member for Lévis, feel that I have wasted considerable time because this is at least the tenth debate we hold on the subject, and the various departments have made costly studies to look into the wisdom of having a Canadian merchant marine.

I have been sitting in this House for 15 years. The first year I gave a notice of motion and also supported the notice of motion of the hon. member, if I remember correctly, of Saint-Jean-Albert. I seriously wonder, today, and I ask the Parliamentary Secretary to the Minister of Transport (Mr. Lapointe) who is responsible for those studies or reports, if one must conscientiously wonder whether we have achieved anything. The question I ask myself, and ask on behalf of Canadian shipbuilders, on behalf of the shipyard workers, and not only those of Davie Shipbuilding back home, is whether we will once and for all come to a decision. That is what I ask in motion No. 2, that the government say clearly once and for all where it stands with regard to creating a Canadian merchant marine. Recently I received from Davie Shipbuilding a letter addressed to me and which started like this:

The Canadian merchant marine has been making the headlines for so long that we cannot help smiling whenever the subject comes up. And yet Canada is the country in the world which ought to have a merchant marine. Bounded as we are by three oceans extending over thousands of miles and with our tremendous international trade done mostly by sea, there is no valid argument against a merchant marine. Everything has been said about the matter and it would be useless to repeat it. Expansion of the far north will finally provide valid grounds for launching merchant marine vessels built and operated by Canadians for Canada. It would be unforgivable to miss such an opportunity.

And it is signed by Mr. Louis Rochette, President of the Davie Shipbuilding in Lauzon.

I think we have really reached a turning point. The other day in Quebec city, on behalf of the electors of the Lévis constituency, I introduced a resolution to that effect which will be considered at the national convention of the Liberal party to be held in Ottawa on February 24, 25 and 26. At a meeting with the delegates of the Quebec city area, I was quite