

parts of the world? Do we have an open-handed, an open-mouthed, attitude against suppression of civil liberties, or are we, in fact, following the suggestion of Washington in this respect.

Hon. Raymond J. Perrault (Leader of the Government): Honourable senators, the statement of the Secretary of State for External Affairs in Madrid criticized the Soviet Union for the invasion of Afghanistan; but it expressed also concern for the violation of the principle of human rights generally and non-implementation of provisions for the freer flow of people and ideas. It gave notice of an eventual proposal by Canada for a meeting of experts or a high level meeting on humanitarian issues affecting a number of countries, not merely the U.S.S.R.

The government has expressed its continuing concern about human rights and fundamental freedoms and of the provision of the Final Act for the freer movement of people and ideas between participating states.

Senator Macquarrie: Honourable senators, I thank the minister for that interim reply, and I would invite him at some later date to indicate to me and to the Senate what protestations have been directed to other countries in the world, where it seems sadly clear that great violations of human rights have taken place.

Senator Perrault: That question will be taken as notice. I do not have that detailed information before me this evening.

SECURITY AND CO-OPERATION IN EUROPE—MADRID CONFERENCE

Hon. Ernest C. Manning: Honourable senators, may I ask a supplementary on the same subject? Is the government leader in a position to give us an update on the position of the Madrid Conference? There was a suggestion last week that it might be heading into a rather difficult type of disagreement. Can you tell us if it is progressing, or what the situation is?

● (2025)

Hon. Raymond J. Perrault (Leader of the Government): Honourable senators, I do not have a statement this evening on events in Madrid. However, I think honourable senators are aware of an interim agreement reached on opening statements by heads of states of the 35 participating states. Initially, there was a lack of fundamental agreement on agenda and working procedures for the Madrid meeting.

The main reason for the deadlocks which occurred was a basic disagreement between East and West on the nature and duration of the part of the meeting to be devoted to the review of implementation by participating states in the provisions of the Helsinki Final Act.

Honourable senators, I have a further statement dated November 18. The agenda and rules of procedure adopted on November 14 satisfy the fundamental Western requirement that there be sufficient time reserved at Madrid for a thorough review of the implementation by signatory countries of the provisions of the Helsinki Final Act. Normal negotiating

[Senator Macquarrie.]

compromises have been made; however, allegations that the West gave in to Soviet pressure are unfounded. The agenda adopted will permit, *inter alia*, a review of the observance of the principle of human rights and fundamental freedoms, and of the provisions of the Final Act for the free movement of people and ideas between participating states.

Some Hon. Senators: Dispense. Dispense.

Senator Perrault: I am surprised that honourable senators would wish me to dispense with stating Canada's concern for the fundamental freedom and free movement of peoples.

TRANSPORT

CANADIAN NATIONAL EXPRESS—CLOSING OF TERMINALS IN ATLANTIC REGION

Hon. Orville H. Phillips: May I direct a question to the Leader of the Government in the Senate? The Canadian National Express has announced that it intends to close half of its 70 express terminals by the end of 1981—

Senator Marshall: Shame! Just like in Newfoundland in 1968.

Senator Phillips:—with 10 of the 15 terminals now serving Atlantic Canada to be the first to be closed. Would the Leader of the Government indicate to the Senate why the Atlantic provinces, with the highest rate of unemployment, have been selected as the first to suffer the adverse effects of the closure of the CN Express terminals?

Hon. Raymond J. Perrault (Leader of the Government): Honourable senators, the short answer is, yes, the closing of the terminals is part of the CN's effort to reduce the deficit from express operations. This deficit is expected to be \$53 million in 1980. Canadian National has been trying unsuccessfully for some time to compete with the more specialized express companies. As my colleague, the Minister of Transport, has said in the other place, every effort will be made to minimize the potential unemployment difficulties. For example, there will be pre-retiring relocation and retraining of employees.

Senator Phillips: Could the minister indicate to us the areas to which the laid-off employees will be transferred? It is going to be very difficult for an employee in the Atlantic provinces to be transferred to Quebec or Manitoba.

Senator Perrault: That part of the question must be taken as notice. I do not have that information.

With regard to the rest of the previous question, however, the terminal consolidation program is one of many designed to make the express division a profitable operation by reducing operating costs. CN will operate a nationwide core network of 30 to 35 terminals by the end of 1981.

INTERNATIONAL DEVELOPMENT

GOVERNMENT POLICY—PETRO-CANADA INTERNATIONAL

Hon. Orville H. Phillips: Honourable senators, if I may, I would like to put a further question to the Leader of the Government in the Senate.