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woman to be appointed to this very distinguished post. We are convinced she will approach this new task with wisdom and fortitude, and we wish her the very best.

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THE ECONOMY

REQUEST THAT GOVERNMENT PROVIDE SUPPLEMENTARY AID FOR QUEBEC NORTH SHORE

Mr. André Maltais (Manicouagan): Mr. Speaker, the Canadian Government has done a great deal for people in northern communities, especially in the last two years since the iron ore slump hit the North Shore. However, I do wish the Government would continue to look at what is happening to people in Schefferville, Gagnon and Fermont, and in Labrador City and Wabush next door to my own constituency, because there are people who have been laid off recently and who have yet to receive all the benefits agreed to by Iron Ore. They should receive some additional assistance from the Government. Mr. Speaker, it is often said that our recovery is being launched by the private sector. I must say that on the North Shore, the private sector caused the problem. I would like to see the Government make an additional effort to provide assistance, not to companies that are already being helped through the statutory measures of our programs but to the people directly affected by the recession.

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● (1410)

[*English*]

HUMAN RIGHTS

BRITISH COLUMBIA LEGISLATION

Mr. Nelson A. Riis (Kamloops-Shuswap): Mr. Speaker, last week the Government of British Columbia passed a Human Rights Act which represents a big step into the Dark Ages for British Columbians. This Act violates several international conventions previously agreed to by the Government of British Columbia.

Under the International Convention on the Elimination of All Forms of Racial Discrimination Against Women, Canada has agreed to educate the public about racial and sexual discrimination. The proposed new Human Rights Council in British Columbia will be unable to enforce existing legislation against racial discrimination and discrimination against women.

This new legislation drops the clause prohibiting discrimination "without reasonable cause". By dropping this clause the provincial Government is violating the spirit of the International Covenant on Civil and Political Rights. Since the federal Government is aware of these violations and some Ministers have rejected the provincial Government's changes to the Human Rights Act, I would like to call on the Prime Minister

to have a serious talk with Premier Bennett. These violations should be presented to the United Nations tribunal by the appropriate body.

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INVESTITURE OF GOVERNOR GENERAL SAUVÉ

EXPRESSION OF GOOD WISHES

Mr. Jesse P. Flis (Parkdale-High Park): Mr. Speaker, as already mentioned by the Hon. Member for Kingston and the Islands (Miss MacDonald), today Canadians witnessed the investiture of the Hon. Jeanne Sauvé as the 23rd Governor General of Canada. After a lengthy illness we are pleased that God gave her the health and the strength to assume the highest office of our country. By accepting this office, her Excellency has made today a great day for all women in Canada, and a great day for Canada itself.

Her Excellency has already drawn our attention to two serious issues facing Canada and the world, the problems of our youth and the problems of Third World people who find themselves in countries less fortunate than our own. On behalf of the Constituents of Parkdale-High Park I wish Her Excellency, the Hon. Jeanne Sauvé, continued health and strength so that, with our help, she can find solutions to the problems facing Canada and the world.

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VIA RAIL

TORONTO-PETERBOROUGH-HAVELOCK—CALL FOR RESTORATION OF SERVICE

Mr. Bill Domm (Peterborough): Mr. Speaker, I rise today on an important matter relating to the cancellation of VIA Rail passenger service between Toronto, Peterborough, and Havelock. Since its very questionable termination in 1981, we in the Official Opposition have continually criticized the decision to terminate the most cost-efficient route in Canada. In fact our opinion was fully endorsed by the Railway Transport Committee of the CTC which recommended that:

—pending the outcome of this further review, the Toronto-Havelock service shall not be discontinued.

The reason for cancelling this service, we are told, was based upon insufficient funds and the need for restraint. It will, therefore, come as quite a surprise to learn that the Grand Trunk Corporation of Detroit, a subsidiary of Canadian National, is attempting to buy control of the bankrupt Milwaukee Road Railway which has net liabilities of approximately \$250 million. Its main competitor to buy this line is the Soo Line of Minneapolis, which in turn is controlled by Canadian Pacific.

It is indeed interesting that the railways which have no money for functioning Canadian lines have sufficient bankrolls to bid for bankrupt American rail lines. It is deplorable and fiscally irresponsible for two Canadian railways to compete for the acquisition of foreign owned companies while simultane-