

S. O. 21

AEROSPACE INDUSTRY

HELICOPTER ASSEMBLY CONTRACT—AWARD TO HALIFAX
ADVOCATED

Mr. Dave Dingwall (Cape Breton—East Richmond): Mr. Speaker, I rise today to encourage the Government of Canada to ensure that the assembly of NSA helicopters takes place in Nova Scotia. This is a relatively short program. The suggestion of setting up new facilities in Québec when there are already existing facilities in Halifax, Nova Scotia, and a workforce to go along with them, boggles the mind.

In Halifax the IMP group is designing a new hangar for the ongoing support of the Sea King helicopter and its replacement, the new shipborne aircraft. We have an experienced workforce to which we need to transfer the technology and we must maintain their jobs until there is sufficient maintenance type work for them to continue this traditional Maritime program which is the core of our aerospace industry in Nova Scotia.

Québec has already been assigned two-thirds of this whole program. Québec also has the Airbus contract of over \$1 billion to look forward to, and the F-18. Nova Scotia has the manpower, the training, the technology, and the infrastructure to do the assembly and maintenance work; Québec has none of these. In fairness and equity this contract must go to the workers in the Province of Nova Scotia.

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● (1405)

TRADE

CANADA-UNITED STATES FREE TRADE AGREEMENT—POSITION
OF CANADIAN CHAMBER OF COMMERCE

Mr. Gus Mitges (Grey—Simcoe): Mr. Speaker, the Canadian Chamber of Commerce in its submission to the House of Commons legislative committee respecting Bill C-130, the free trade agreement between Canada and the United States, stated that it sees the FTA as a means whereby more Canadian jobs would be created, with a higher standard of living for present and future generations, and greater wealth and opportunities for our children.

The Chamber emphasized that the Canadian community must be prepared to step forward and compete internationally, that we cannot afford to sit on our hands and let the opportunities offered by the FTA be squandered. The Canadian Chamber of Commerce has faith in the skills and ingenuity of Canadian business, and in the confidence and strength that Canadians have as a people.

It emphasized that the Canada-U.S. Free Trade Agreement was a good deal for Canada when it was announced in October, 1987; it was a good deal when it saw the fine print in

December; and it is now an excellent deal and worthy of speedy passage through both Houses of Parliament.

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[Translation]

TRADE

CANADA-UNITED STATES FREE TRADE AGREEMENT—POSITION
OF LEADER OF THE OPPOSITION

Mr. André Plourde (Kamouraska—Rivière-du Loup): The real face of John Turner! Mr. Speaker, in his editorial in *La Presse* of July 22, Claude Masson qualified Mr. Turner's decision to oblige the Senate to delay passage of the Free Trade Bill as inconceivable and unpardonable. He even described Mr. Turner's gesture as undemocratic.

Personally, as a Member of this House, I believe that by this action Mr. Turner has once again shown he is incapable of playing his role as Leader of the Opposition. His use of this cowardly subterfuge is positive proof that he has no respect for this House and even less for the Canadian people.

How can he claim to have the qualifications for being our next prime minister, when at the first opportunity, and this only as Leader of the Opposition, he hides behind an institution like the Senate whose members are not even elected? He hasn't fooled Canadians, and I am sure that Mr. Turner will not prevail over their common sense.

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[English]

HIGHWAYS

ALASKA HIGHWAY—FUNDING REQUIRED FOR MAINTENANCE

Ms. Audrey McLaughlin (Yukon): Mr. Speaker, Public Works Canada has recently released a pamphlet on "Driving the Alaska Highway". It states: "A trip along the Alaska Highway can be a once in a lifetime experience".

I would agree that it is a wonderful trip, with unsurpassed scenery. However, since 1982 the former Liberal Government, followed by the present Government, continued to cut the funds for the maintenance and construction of this one vital link to the Yukon and northern British Columbia, to the tune of 42 per cent.

The Association of Yukon Communities, Chambers of Commerce, and the Yukon Territorial Government have made numerous pleas to the Government to prevent further deterioration of the highway which impacts on tourism, transportation costs, and the long-term goal of self-sufficiency in the North. All to no avail.