

said—and the NDP was with them for the 1973 budget—that it was for the good of the country. But by 1975 did we not have real inflation? Then, without even consulting his Cabinet Members, the Prime Minister announced the policy of wage and price controls, partly applied and badly applied.

May I call it one o'clock?

[Translation]

Mr. Deputy Speaker: It being one o'clock, I do now leave the chair until two o'clock this afternoon.

At 1 p.m. the House took recess.

AFTER RECESS

The House resumed at 2 p.m.

STATEMENTS PURSUANT TO S.O. 21

[English]

TRADE

INTERNATIONAL DEVELOPMENT INSTITUTION PROJECTS

Miss Aideen Nicholson (Trinity): Madam Speaker, as a trading nation Canada must necessarily take an interest in all international trade opportunities and markets.

Each year the World Bank and other international financial institutions sponsor capital project contracts to the value of some \$10 billion. Canadians have the technology, the goods and the services to be successful in this lucrative market, and winning contracts for international development institution projects would, of course, bring valuable new business to Canadian companies and create jobs for Canadians. But to be successful in international bidding we must be competitive, and look toward raising our currently low profile in this arena of world trade.

International financial institution projects are new and attractive territory for much of the Canadian business community. The involvement of small and medium sized Canadian exporters could surely be facilitated by increased availability of information on forthcoming projects and Third World trade practices and procedures.

I would therefore urge the Government to take action promoting the participation of interested Canadian exporters in international financial institution project bidding.

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INDUSTRY AND LABOUR ADJUSTMENT PROGRAM

SUGGESTED DESIGNATION OF OXFORD COUNTY, ONT.

Mr. Bruce Halliday (Oxford): Madam Speaker, one of the Government's job creation measures with the greatest unused potential is the Industry and Labour Adjustment Program,

S.O. 21

ILAP, which can help to attract industries and permanent jobs to depressed areas of the country. Only 12 communities have been designated under the Program so far.

The people of Oxford feel that if the funds originally allocated to ILAP have been exhausted then the Program should be expanded to help other communities, including the County of Oxford. The Government knows that Oxford has suffered severely from the recession over the past year, experiencing record unemployment and, as a result, an unprecedented welfare case load. In the Woodstock area alone the increase in the number of registered unemployed from December, 1981, to December, 1982, equals the total number of registered unemployed in December, 1980. The local economy has worsened with the recent closure of La France Textiles and the impending closure of Gardner Denver.

Since Oxford County is an ideal candidate for ILAP assistance, given its economic distress and its tremendous potential for industrial development, thanks to its location, skilled labour force, transportation networks, and the great amount of land which is zoned for industrial development, I earnestly beseech the Government to respond to the repeated requests that the Ministers responsible for ILAP meet with the elected mayors and the warden of Oxford.

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[Translation]

MARINE TRANSPORT

PORT OF MONTREAL—NECESSITY TO DREDGE ST. LAWRENCE—SAFETY OF SAILORS

Mr. Pierre Deniger (La Prairie): Madam Speaker, in 1982, the Port of Montreal registered a drop in traffic of 18 per cent but still made a net profit of \$16 million, which is certainly something for Port administrators and employees to be proud of. However, I am extremely worried about Transport Canada's inaction with respect to navigational aids on the St. Lawrence ship channel between Quebec City and Montreal, and even more so between Montreal and Sorel. In fact, the bends in the channel are becoming more and more pronounced, thereby increasing the risk of accidents and possibly limiting the size of ship that can reach Montreal.

I think the Minister of Transport (Mr. Pepin) should immediately make sure that the channel is cleaned up and dredged between Montreal and Sorel, and that turning basins are dug to improve navigability and make the channel a safer place for all our seamen.

I may remind the Minister that even if he has the best facilities and the best managerial resources, ships will not be