

were major customers for the very fine engines built by Pratt & Whitney in Montreal.

At the same time, the hon. member has spoken of a problem of which we are aware and for which we are actively developing solutions. We recognize the need to enable companies like de Havilland to deal with the export financing situation. I look forward to having some announcements in this regard before too many more weeks go by.

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NATIONAL HARBOURS BOARD

MEETING TO DISCUSS AWARDING OF CONTRACT TO JAPANESE FIRM

Mr. J. R. Ellis (Prince Edward-Hastings): Madam Speaker, my question is for the Minister of Transport. The minister promised in private discussions, and publicly last Tuesday in answer to questions related to Ridley Terminals Incorporated that there would be a meeting to provide full disclosure of the reason why hundreds of jobs were given to Japanese rather than Canadians both in Ontario and Quebec. Both the National Harbours Board and Ridley Terminals Incorporated have refused such a meeting. If we cannot have the memos for which I asked, will the minister keep his promise, which he has made twice now, and arrange a meeting for full disclosure?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I said I would arrange a meeting between the company, Stephens-Adamson, and the consultant to the National Harbours Board, Swan Wooster, on the west coast, at which point both parties would have ample opportunity to exchange views, and that has been done. That is what I suggested I would do. Does the hon. member suggest that I should do more? Is he suggesting that I should obtain a letter, presumably from the National Harbours Board, explaining to me in detail why they made that decision?

Mr. Ellis: Madam Speaker, the minister knows full well that at the meeting between Stephens-Adamson and Swan Wooster, and the National Harbours Board, a week ago tomorrow, the terms of the meeting were full disclosure. Full disclosure was denied by the National Harbours Board and Swan Wooster unless Stephens-Adamson would agree that they would not disclose or use the information they received. Obviously, they cannot do that.

REQUEST FOR FULL DISCLOSURE

Mr. J. R. Ellis (Prince Edward-Hastings): Madam Speaker, will the minister have in place, by perhaps this Thursday when I understand he will be speaking in Vancouver, a meeting which will include the same principals, with the intent of full disclosure?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, this was not an easy decision to make. Due to the urgency in procuring the stacker-reclaimers, the decision had

Oral Questions

to be made very rapidly. At one point I had a choice between substituting my knowledge for the knowledge of the National Harbours Board of Canada and its consultant. When confronted with matters of this kind, a minister does and should hesitate a lot. I did that and, after waiting, I thought I should side with the National Harbours Board and the consultant.

My hon. friend might imply that he would have done differently had he been the Minister of Transport, but I suggest he would not have done so because the danger would have been great in the sense that the project, which is so important to the development of the west coast, might not have been built on time.

GOVERNMENT PROCUREMENT POLICY

Mr. Ian Waddell (Vancouver-Kingsway): Madam Speaker, I would suggest to the minister that he could have decided to take the Canadian company and provided jobs in Canada.

● (1430)

Is the minister aware that the unions on the west coast have said that on this first megaproject they will not permit the industrial spin-off to be in Japan and that they will close down the project, if necessary, in order to get the government to respond? The Minister of Industry, Trade and Commerce could answer this question, in view of his answer to the question put by my leader. Is there a government procurement policy in Canada, a policy to procure jobs for Canadians so that 97 per cent of the jobs on this project could go to Canadians, two thirds to British Columbia and one third to Ontario, and so that we could have an industrial strategy for this country?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, it is awfully easy for the hon. member to be that cocky when he does not have to make the decision. In this instance money was not the principal consideration. I want to emphasize that. The principal considerations had to do with technology and timing. What I did was make sure that a percentage—a substantial percentage, because it is 53 per cent of that piece of equipment—would be produced in Canada, which is somewhat of a compensation for the loss of the sale itself.

In matters of this kind the position of the minister is not easy—everyone will understand that—because the minister is not a technician. The minister does not have full knowledge of the equipment, technology and so forth. He has to rely on somebody, and I prefer to rely on the National Harbours Board rather than on the hon. member.

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CANADIAN SOVEREIGNTY

KIDNAPPING OF CITIZEN BY UNITED STATES BOUNTY HUNTERS

Hon. Ray Hnatyshyn (Saskatoon West): Madam Speaker, my question is directed to the Secretary of State for External