

S.O. 22

jurisdiction where the presumption of innocence and judicial independence are not the rule of law. If such evidence is accepted by the commission established by the Government of Canada, it will, in effect, be approving and accepting the present legal system of the U.S.S.R., a system that is corrupt. Canadians will never give approval to such abrogation of fundamental freedoms.

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APARTHEID

SOUTH AFRICA—DEMAND FOR STATEMENT OF GOVERNMENT POLICY

Mr. Rod Murphy (Churchill): Mr. Speaker, comments made by the Secretary of State for External Affairs (Mr. Clark) in response to questions asked about South African controlled mining companies operating in Canada are a result of the Government's lack of a definite policy toward South Africa. Canadians in one-industry towns such as Flin Flon and Snow Lake in Manitoba feel extremely nervous as a result of the Minister's spontaneous remarks. Fear has been created in these communities, yet the Government has no clear policy.

Personally, I continue to support strong sanctions that will affect the South African Government's oppressive policy of apartheid. However, there must be a clear statement of this Government's policy. Without that we suffer from vague remarks that create unnecessary fears. Let us hope that this is the last example of another Minister, another foot, and another mouth.

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[Translation]

SHIPBUILDING

NEED TO BUILD FRIGATES AT LAUZON, QUE.

Mr. Gabriel Fontaine (Lévis): Mr. Speaker, it has already been brought to the attention of this House that Versatile-Davie is going to build the equivalent of one and a half frigates in Lauzon, thus creating jobs for 650 workers in this area for four years. This decision was made by the company's management after considering the following factors:

The alternative site had not been used for shipbuilding since 1968;

Shipbuilding in modular phases had already been tried in Lauzon but never at the other site;

Human resources and equipment at Versatile-Davie were in a better position to accelerate the development of Canadian expertise and thus strengthen Canada's competitive position throughout the world.

The management of Versatile-Davie does not expect any interference from the Government in selecting the site because

it has already been said that this Government trusts the private sector to develop and enhance this country's economy.

The Government will neither obstruct nor interfere with the private sector's initiative, creativity, profitability and expansion. The development of Canadian expertise and our competitive position internationally make it imperative that the frigates be built in Lauzon.

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[English]

THE PRIME MINISTER

Mr. John Parry (Kenora-Rainy River): Mr. Speaker, in a recent television interview the Prime Minister of Canada (Mr. Mulroney) demeaned and insulted new Canadians by referring to an alleged syndrome that neither I nor any other new Canadian I have spoken to has ever observed. Specifically, the Prime Minister implied that immigrants tend to salute uniformed persons, something that I have never seen in this country.

One of the things that attracts immigrants from all countries to Canada is that it is a free country. That freedom is, of course, in no way threatened by the Prime Minister's rather feeble sense of humour. However, given the influence of his position, he should know better than to make any remark which would initiate or perpetuate negative stereotyping, however minor it may appear to him.

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[Translation]

AIR TRANSPORT

NEGOTIATIONS WITH EMPLOYEES AND TRANSPORTATION COMPETITIVENESS

Mr. Gilbert Chartrand (Verdun-Saint-Paul): Mr. Speaker, the present situation with respect to the conflict between Air Canada and the Canada Air Line Flight Attendants' Association deeply concerns me as all other Canadians.

Our national carrier has from now on to behave as a true competitor of the private sector with the same tools but also with the same limitations. This commercial aggressiveness has been Air Canada's slogan for several years, but we wonder whether the officials of the corporation have adequately conveyed to their employees the message about their change of outlook. Apparently, they have been unable to apprise their staff of that drastic change of behaviour in view of a major restructuring of that Crown corporation. No doubt it explains the present conditions in which a climate of frustration is obvious.

Unfortunately, emotional factors seem increasingly to override basic issues, that is people are drawing a parallel between conditions in which CALFAA members are working and those enjoyed by employees of other air lines, and wondering wheth-