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[English]

SYMBOLS OF CANADIAN NATIONALISM

Mr. Alex Shepherd (Durham, Lib.): Mr. Speaker, I would like to thank the Leader of the Opposition, who recently recognized the importance of the symbols of Canadian nationalism by supplying my office with Canadian flags. I dutifully handed these out to hundreds of our citizens in Christmas parades across Durham. I can assure the member that the deep expression of love for our country and each other was reflected on the faces and in the hearts of all of these communities.

There are other symbols we should change in order to reflect the reality of all the people of Canada as we approach the 21st century. Our currency should reflect the true Canadian traditions rather than foreign monarchs. The head of our state should be truly elected by Canadians for Canadians. Finally, here and across the land, when people take the oath of office or oath of citizenship they should swear allegiance to our great nation.

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HMCS CALGARY

Mr. Geoff Regan (Halifax West, Lib.): Mr. Speaker, late Friday 29 Romanians and one Greek man were plucked from the stormy seas of the North Atlantic by Master Corporal Rob Fisher from Greenwood, Nova Scotia.

HMCS *Calgary* and a Sea King helicopter were on their way back to British Columbia from the Persian Gulf when they responded to the sinking of the *Mount Olympus*, racing 900 kilometres in 18 hours to reach the sinking carrier. Amid frightful conditions, Master Corporal Fisher spent four hours pulling the crew members from the sinking ship to safety.

I know all hon. members will join me in thanking the crew of the HMCS *Calgary* and particularly Master Corporal Fisher for their heroic efforts, the kinds of efforts we have come to expect from the men and women who serve Canada with dedication and distinction.

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• (1405)

THE LATE PHIL GIVENS

Mr. Barry Campbell (St. Paul's, Lib.): Mr. Speaker, I rise today to praise the late Phil Givens, who passed away last Thursday in Toronto at the age of 73.

Mr. Givens personified public service. He served the people of Toronto first as councillor and then as mayor from 1963 to 1966. He served the people of Canada as an MP from 1968 to 1972 and the people of Ontario as an MPP from 1972 to 1977. Appointed to the Metro Toronto Police Commission in 1977, he

became its chairman, serving until 1985. Most recently, he served as a provincial court judge. His was truly a life devoted to serving the community.

Phil was also a man of culture. He will always be remembered as the driving force behind bringing Henry Moore's sculpture "The Archer" to Toronto's Nathan Phillips Square. That bold initiative contributed to Henry Moore's later extraordinary gift of sculpture to the Art Gallery of Ontario.

Phil touched many people's lives and will be sorely missed. He is an example to all Canadians. I am sure members of the House will join with me in sending our condolences to his wife Min and his family.

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[Translation]

MEMBER FOR BROME—MISSISQUOI

Mr. Jean H. Leroux (Shefford, BQ): Mr. Speaker, according to the December 2 issue of the newspaper *La voix de l'Est*, the federal member of Parliament for Brome—Missisquoi made representations to have CIDA grant close to half a million dollars to a group of individuals including a good friend of his for an eight-month business trip to Hungary.

We also learned that this good friend, Daniel Barbeau, was selected as one of the eight lawyers who will participate in the project by one of the minister's associates in his Bedford law firm, who sat on the selection committee.

Assuming this information is true, how did the member for Brome—Missisquoi manage, given the current budget situation, to help his friends benefit from such a sweet grant?

The Speaker: Dear colleagues, when making statements, members must avoid impugning motives, as is also the rule when asking questions in the House. I recognize the member for Calgary North.

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[English]

TRANS-LABRADOR HIGHWAY

Mrs. Diane Ablonczy (Calgary North, Ref.): Mr. Speaker, the so-called Trans-Labrador Highway is a 500-kilometre stretch of gravel road running from Labrador City to Churchill Falls to Goose Bay. For half that distance the road is only good enough to allow travel at 70 to 80 kilometres an hour. The rest of it is almost impassable.

For years the people of Labrador have fought with one government after another, demanding what most Canadians take for granted: a decent, passable road between major centres.