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and shortly thereafter, 15 months, the new owners filed for bankruptcy and laid off 2,000 workers.

Now CN wants to privatize a line which it admits is profitable and provides much needed employment in Nova Scotia. Not only is it profitable, but CN is not marketing the line and is in fact discouraging business to make the bottom line look as bad as possible.

I would urge this government to do the right thing for eastern Nova Scotia and Canada and stop the wholesale dismantling of our rail system. I would ask the government to stop the privatization of the Sydney-Truro line.

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**EAST TIMOR**

**Mr. Bill Blaikie (Winnipeg Transcona):** Mr. Speaker, sometimes we wonder where the Secretary of State for External Affairs' head is at when she answers questions about foreign policy. Many Canadians were astonished at how blasé she was about the coup in the Soviet Union.

Anybody who knows anything about East Timor would have been equally astonished yesterday when she said that there was no history of independence or self-determination or self-government in that territory and that the Government of Canada regarded the Indonesian occupation of East Timor as a fact that it could not do anything about. The fact of the matter is that East Timor was a territory with its own integrity. Just because it was a Portuguese colony does not mean that it had no history of independence.

If Canada is prepared to send Canadian troops to participate in the liberation of Kuwait, why is the minister not even prepared to adopt a policy of non-recognition such as we adopted with respect to the Baltics? Why this incredible ignorance and neglect when it comes to this small South Pacific territory which is desperately in need of global attention?

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**WOLVERINE TUBE**

**Mr. Stan Wilbee (Delta):** Mr. Speaker, yesterday the hon. member for New Westminster made a very accurate statement regarding the corporate irresponsibility of the Wolverine Tube Company which is shutting down a tube

mill in my riding of Delta, British Columbia, throwing 160 people out of work when there is absolutely no reason to do so.

This company has produced substandard tubing in the B.C. mill, and now it has been found that 55 per cent of 82 tubes produced in the London, Ontario mill failed to meet the minimum standards, 40 per cent just met the minimum standards, and only 5 per cent exceeded the minimum standards.

With such shoddy practices the government should make in-plant independent testing mandatory. Likewise, all tubing imported into Canada must conform to the national standards in order to protect Canadian consumers from such irresponsible manufacturers.

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**DE HAVILLAND**

**Hon. Bob Kaplan (York Centre):** Mr. Speaker, the situation at de Havilland calls for greater hands-on participation by the federal government. This government has never recognized how important a role government plays in the success story of aerospace in other countries.

With no plan but to get rid of what it perceived as a liability, the government sold out to Boeing. Boeing tried, but it has not been able to profit from the deal. As Boeing leaves, the government should be certain that all de Havilland's intellectual property, including augmentor wing technology patents, be not taken home by Boeing.

As to possible purchasers, our government needs to be certain that the Canadian public interest and our future in aerospace is at least as well protected as the interests of Italy and France whose taxpayers are backing the bidders.

The Ontario government seems the only party willing to ante up as a shareholder. Public ownership lies in the face of this government's philosophy, but surely the record of the Mulroney government disasters shows the shortcomings of its philosophy.

As to the plant, it needs to be recognized that there is no such thing as guaranteed—