

Adjournment Debate

Of course, each case is specific and involves a different set of circumstances. In this case, we are talking about human rights conditions in India and Canada's relationship with that country. We must recognize that, serious as they are, human rights violations do not appear to be part of a deliberate policy. Rather, they are the product of a society that has neither the funds nor the expertise to train and discipline the very large number of security personnel required to maintain law and order in a country as poor and vast as India.

We must give full credit, as well, to India's freely elected government for moving strongly in the direction of economic liberalization and fundamental policy reforms.

Since coming to power, Prime Minister Rao has consistently tried to de-escalate the situation, to cool passions, to reduce confrontation and build consensus. The prospects for human rights improvements thus seem reasonably good.

Canada does not support projects in Punjab or in Kashmir-Jammu. We regularly encourage the Government of India to find solutions to the difficult problems in these states.

Much of our current assistance to India tackles such human rights problems as poverty, health and women's rights.

Our over-all program with India is shifting further to strengthen our support to good governance via economic and social policy reform and greater focus on human rights.

The government's policy is to review the human rights situation on a continuing basis concerning each country receiving Canadian assistance and to take constructive action where we can. That applies to India, as to other countries, and we will certainly continue to review each case carefully.

[English]

SHIPBUILDING

Hon. Alan Redway (Don Valley East): Madam Speaker, you will recall, as I do, the furore that arose in Canada in 1985 when an American ship, the *Polar Sea* sailed through Canada's Northwest Passage.

Canadians at that time reacted with outrage at what we considered an attack on our national sovereignty. You will recall as well that the government reacted to that situation with three initiatives.

First of all, the government introduced legislation to clarify our claims to the Arctic, to extend our base lines as is said. Second, it reacted to remove the self-imposed ban that had been put in place by the former government against taking matters of sovereignty to the World Court.

Third, it reacted with a decision to build one of the largest, if not the largest, ice-breakers in the world, the Class 8 ice-breaker, *Polar 8* in order to reinforce Canada's sovereignty in the north.

That Class 8 ice-breaker, as you recall, the *Polar 8* was to be built at a cost of some \$650 million. Unfortunately, the project had to be cancelled because of budget and deficit problems, but not before we had already spent some \$30 million on designing that particular ice-breaker.

Almost simultaneously, at the time all of this was happening, Canadian naval architects in Calgary designed and then subsequently directed the construction in Sweden of a Class 7 ice-breaker known as the *Oden*.

Then last year on September 7, members will recall that the *Oden* reached the North Pole. In fact, it was the first non-Soviet ice-breaker and the first non-nuclear vehicle of any nationality to reach the North Pole.

That *Oden*, a Class 7 ice-breaker and just one class down from the Class 8 that was going to cost Canadians some \$650 million was designed and built for a mere \$55 million.

Canada, on the other hand, had to cancel the Class 8 ice-breaker after spending \$30 million. We are proceeding now with the refitting of a 21-year old Class 4 ice-breaker at a cost of \$140 million, all of this while rejecting the Canadian design Class 7 *Oden* which has proved that it can do something that no other Canadian designed ship has ever done, it reached the North Pole.

I have to admit to a little soft spot in my heart for Canadian naval architects. My own great grandfather came here as one of the first naval architects in Canada after training in the Royal Naval College at Greenwich, England. He came here with his family in 1884 and designed and built ships on the Great Lakes in Canada and actually in British Columbia for a while. But those are not the issues here. There are really two issues involved in this matter; one is Canadian sovereignty and