

The new incentive was received with enthusiasm by many small mining companies in my riding.

At this time I would encourage the Government to look at including the mining sector under the Department of Regional Industrial Expansion. Many of the small mining firms need funding in order to establish their own custom-milling operations. If they had their own operation, it would reduce transportation costs, other related costs, and it would create additional jobs.

Funding is presently available to companies involved in the manufacturing of goods and they can obtain assistance for the construction of their plants. There is nothing of this sort available to the mining sector. If the Government were to introduce such an incentive under DRIE, this would further encourage the junior mining companies, and I am sure we would see jobs created in all parts of the country in all related industries.

* * *

HOUSING

CANADIAN HOME OWNERSHIP STIMULATION PLAN—REQUEST FOR EXTENSION OF PROGRAM

Mr. Stan Darling (Parry Sound-Muskoka): Madam Speaker, Canada's economy is at a delicate point of balance and the question of government applied stimulus at this moment in time is a critical one. Consideration must be taken of the employment generating effect of the stimulus, the multiplier effect of the government funding, the public need met by the program, and so on.

One of the most successful such initiatives—and I congratulate the Government for it—has been the Canadian Home Ownership Stimulation Plan which provided a federal grant of \$3,000 to new home buyers to stimulate both the purchase and the construction of new homes. It is proving to be the right stimulus, applied to the right sector of the economy, at the right time.

As part of his budget a month ago, the Minister added some \$30 million to the program. So right was the program that within a few weeks the allocated funds were all paid out. Having stimulated demand in a major way, much of that demand was allowed to die because the allotted funds were spent.

When one considers the number of ill-advised and ill-conceived schemes through which the Government has blown the taxpayers' money to the four winds, it seems clear that a successful program like this one must be expanded, if necessary at the expense of some of the Government's less successful enterprises. I therefore call upon the Government to extend this program further by adding more funds to it immediately.

S.O. 21

MARINE TRANSPORT

UNITED NATIONS LINER CONDUCT CODE—DEMAND FOR CANADIAN SIGNATURE

Mr. Ray Skelly (Comox-Powell River): Madam Speaker, I wish to call to the attention of the House that West Germany and The Netherlands have signed the United Nations Conference on Trade and Development for the Code of Liner Conduct, and that this Code is now ratified. This development will allow trading nations to require that a portion of their international trade be carried in their own ships. It is hoped that this will reduce the scourge of flags-of-convenience shipping which has blighted international trade for many years.

There is disappointment, however, that Canada has yet to sign the Code, and there is every indication that the Government will not do so. In fact Canada has not yet issued a statement on what Canada's official response will be to those nations which do put the Code into practice. Canada's only response to date is a rather irresponsible statement made by an employee of the Canadian Transport Commission, threatening possible retaliation against nations which adopt and use the Code to ensure that at least a part of their trade is carried in their own ships.

A number of our important trading partners, including West Germany, have signed the Code. Furthermore, Canada would benefit greatly from signing the Code and adopting the position that a specific portion of our international trade must be carried in Canadian ships staffed by Canadian crews.

The Government must not declare a carrier as being Canada's carrier without any guarantees that the economic benefits would accrue to Canada in the form of work, shipbuilding, and taxes for the Canadian Government. Any attempt to declare a Canadian company with foreign flag vessels as Canada's flag carrier would amount to an incredible act of hypocrisy on the part of the Government. The Government must move immediately to sign the Code of Liner Conduct and ensure the development of a Canadian merchant marine.

* * *

[Translation]

THE CONSTITUTION

POSITION OF PROGRESSIVE CONSERVATIVE PARTY—STATEMENTS BY LEADERSHIP CANDIDATES

Mr. Gaston Gourde (Lévis): Madam Speaker, I am sure all Canadians are aware that the Progressive Conservative Party is presently engaged in a leadership race. The candidates should remember, however, that Canadians are not easily fooled, and they will have to explain very clearly where they stand on the Constitution. For the time being, confusion reigns, since neither the candidates nor the party have taken a position. The ex-president of Iron Ore supported the position of the Liberal Party during the debate on the Constitution and does not seem to have changed his stand. The Member for Yellowhead (Mr. Clark) and former Leader of the Party has