

*Oral Questions*

**Hon. Donald C. Jamieson (Secretary of State for External Affairs):** Mr. Speaker, I agree with the conclusion of the hon. member's question, that is, that obviously there should not be abuse of privileges and Canadian law. As to the first part of the question, I must confess that I have been too busy looking after a few parking tickets of my own lately. This is not a matter that has come to my attention.

**Mr. Beatty:** A supplementary question, Mr. Speaker. Those figures are available from the Ottawa police. In view of the fact that when the government previously reported to me the number of times diplomats invoked immunity in 1975, Uganda topped the list with 611 violations and in view of the fact that there are only five Ugandan diplomats listed in the diplomatic corps handbook as living and working in Ottawa, could the minister indicate whether he has communicated with the Ugandan High Commission to impress upon them their obligation to respect Canadian law and if so, would he indicate what response he received?

**Mr. Jamieson:** Mr. Speaker, I may be big but "Big Daddy" is bigger, so I am handling it through the usual diplomatic channels.

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**MANPOWER****ALLEGED SHORTAGE OF WORKERS TO HARVEST MAPLE SYRUP CROP—GOVERNMENT POSITION**

**Mr. Hugh A. Anderson (Comox-Alberni):** Mr. Speaker, I have a question for the Minister of Manpower and Immigration. On Monday, March 28 an article in the *Globe and Mail* stated that 40 or 50 per cent of the maple syrup crop in Quebec could not be harvested because of a lack of workers. May I ask the minister if the article is correct and that a shortage of workers does exist? If it is not correct, would the minister say so in the strongest possible terms in order that Canadians not be misled into believing that jobs are going begging in the province of Quebec?

**Hon. Bud Cullen (Minister of Manpower and Immigration):** Mr. Speaker, I read that article and I had it checked out. I understand that a request was placed with the Canadian farm labour pool in St. Georges, and the CMC's in Plessville and St. Jean. We have an order for five in one area and one in another. So far as I know there is no shortage of workers.

**Mr. Clark:** That is six who do not have to leave the country.

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[Translation]

**EXTERNAL AFFAIRS****AIR TRAGEDY IN SANTA CRUZ—LANGUAGE OF AIR-TO-GROUND COMMUNICATIONS**

**Mr. Adrien Lambert (Bellechasse):** Mr. Speaker, my question is directed to the Secretary of State for External Affairs.

[Mr. Beatty.]

Following the terrible air disaster which occurred in Santa Cruz and which caused 576 casualties, including some Canadians, and in order to reassure the Canadian population about the critical problem of air-to-ground communications which we are facing in Canada at the present time, could the minister tell the House what language was used in air-to-ground communications when this tragedy occurred?

[English]

**Hon. Donald C. Jamieson (Secretary of State for External Affairs):** Mr. Speaker, I am afraid I cannot give the hon. member a formal answer to that question. Since there is an investigation underway I am sure he would understand that I would prefer to get an official answer before replying to him. I undertake to do that as quickly as possible.

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**TRANSPORT****ALLEGED PHASING OUT OF LOCK AT SAULT STE. MARIE—REQUEST FOR RECONSIDERATION**

**Mr. Cyril Symes (Sault Ste. Marie):** Mr. Speaker, I have a question for the Minister of Transport. In view of statements by J. Carvel, chief labour negotiator for the St. Lawrence Seaway Authority, that the Canadian lock at Sault Ste. Marie will be phased out of commercial operation by 1982, will the minister confirm that this is his government's policy and if not, just what are the future plans for this lock?

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, no final decisions have been taken concerning the future of this lock or indeed the possibility of an alternative lock in the area. The Seaway has indicated that the costs involved in operating the lock on a 24-hour basis are exorbitant. I have approved a plan whereby the time during which the lock would be open would be reduced in order to economize. That plan is being implemented while consideration is being given as to the long-term future of that particular area.

**Mr. Symes:** A supplementary question, Mr. Speaker. In view of the statements of the city council of Sault Ste. Marie and other interested groups, would the minister review the decision to reduce the hours of operation of the lock. If the 24-hour operation is reduced and the lock therefore downgraded to a part-time facility, this would pave the way for its eventual phase out on the grounds that it is not commercially viable. Surely this important juncture in the system demands that the lock be expanded, not reduced?

**Mr. Lang:** Mr. Speaker, just as obviously the reduction of expense in connection with the lock renders it closer to being commercially viable than the contrary. The volume of vessels presenting themselves at this lock has been reducing to such an extent that this seemed to warrant such action, even while further consideration was being given to the future of the area and the question of whether a Canadian lock is needed at this site.