

# HOUSE OF COMMONS

Wednesday, April 15, 1987

The House met at 2 p.m.

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Prayers

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## STATEMENTS PURSUANT TO S. O. 21

[Translation]

### YOUTH

NECESSITY FOR GOVERNMENT TO ENCOURAGE YOUNG PEOPLE  
IN THEIR SEARCH FOR INDEPENDENCE

**Mrs. Lucie Pépin (Outremont):** This Sunday, April 19, Mr. Speaker, thousands of Canadian men and women will celebrate Easter. For many of us Easter is a sign of resurrection and rejuvenation. But for many others, although it signals the onset of nice weather, Easter Sunday will not be cause for celebration. I have in mind those people who are without shelter, particularly youths. In Montreal alone there are close to 10,000 homeless youths between the ages of 15 and 30. For them there will be no special festivities to mark Easter. Without a permanent address, without gainful employment, without a decent income, and without any hope of improving their living conditions, they while their time away in bus shelters, in public parks, or in already overcrowded accommodation centres, the testimony to Government assistance.

Youths want to improve their situation. They seek encouragement in their search for independence. In this respect the Government should make a serious commitment to them by setting up employment and education programs. Youths are the future of this country. Are we not prepared to lend them a hand? If so, we must act now because tomorrow will be too late!

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### OFFICIAL LANGUAGES

USE OF FRENCH IN AIR TRANSPORT

**Mrs. Suzanne Duplessis (Louis-Hébert):** Mr. Speaker, last Saturday I attended the twelfth convention of the Gens de l'air, the famous group of people who made a name for themselves by fighting for the use of French in air transport. I was told that although there has been some progress in this field, there is still a long way to go. Francophone pilots cannot

land in French in Ottawa, and if they insist on doing so they must be prepared to face lengthy delays.

I take this opportunity to congratulate Captain Wilfrid Allard who retired from Quebecair in 1982 and who was given the Roger Demers award for his outstanding career—33,000 hours of flight time, often under very difficult conditions.

I also commend Nordair Metro Vice-President of Operations Captain Michel Goyette for his brilliant career, to whom I had the pleasure of presenting the Bilcom award.

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[English]

### LABOUR RELATIONS

DIFFERENTIAL BETWEEN EXECUTIVES' SALARIES AND  
EMPLOYEES' WAGES

**Mr. Nelson A. Riis (Kamloops—Shuswap):** Mr. Speaker, in light of the fact that the employees of CN and CP, as well as many other workers, have been asked to accept wage roll-backs as part of their contract negotiations, it is interesting to note that Canada's top executives enjoyed caviar and champagne type pay increases last year.

While organized workers negotiated wages averaging a 3.4 per cent increase—the lowest increase in 19 years—the *Financial Times (of Canada)*, through sources in the United States, indicates that, when bonuses are included, the top executives in Canada received an average 1986 salary increase of 19.7 per cent.

The chairman of the auto parts giant, Magna International, earned \$2.2 million, or an average wage rate of \$1,074.22 per hour during 1986.

● (1405)

The chairman of Rio Algom earned \$1.3 million, which is a 25 per cent increase over the previous year.

The president of Alcan earned \$1.2 million, up 64 per cent over last year.

This certainly demonstrates that the motto of the top executives is: "Do as I say, not as I do". While asking their employees to accept modest increases, hold the line, or take wage rollbacks, the top executives bask in pay increases averaging 19.7 per cent. To them I say shame!

We expect more from Canada's top business executives. When they request sacrifices from their employees during