

belle province for the first time in our country's history. And let us never forget that it was under the present Prime Minister that this occurred.

There is another thing which disturbs me and disturbs my constituents. It is the lack of leadership as far as economic development is concerned. In the words of my leader, if having a finance minister means having a minister of finance with ideas for economic direction in the country, we have not had a finance minister for a long time.

● (1722)

I have to think back to Walter Gordon as being perhaps the last minister of finance in this country who came up with any original ideas. It is not that we agree with all of his ideas, but it was interesting that when he travelled across the country he had the initiative to note that the Canadian domestic market was quite small. Thus, he promoted the idea of the auto pact. He decided Canadian investment was not substantial enough, so he promoted the Canada Development Corporation. He felt that foreign investment was becoming immense, and he decided it would be a good idea to advance the concept of FIRA, the Foreign Investment Review Act. He also recognized that it would be desirable to have tax reform. Thus, he backed the Carter Commission. These things did not come to pass in the time of Walter Gordon. Some of them have been mismanaged, and some of them have only come into effect fairly recently. Can you think of any other initiatives comparable to what this man put forward that have been delivered by his successors? I certainly cannot. This is part of what is wrong with the country.

The reason why a lot of hon. members opposite who are sitting in the cabinet have not had the opportunity to develop any expertise or to develop any reputation in their portfolios is that they have not been in them long enough. They have been playing a game of musical chairs. This is not good for themselves, not good for the government, and not good for the country.

Some hon. Members: Hear, hear!

Mr. MacKay: The throne speech further indicates that "you will be asked to approve a Canadian Petroleum and Natural Gas Act which will regulate oil and gas exploration on federally administered lands and establish a system of royalty payments." Surely the government must be embarrassed by having to put this forward once again. We have been years and years without proper regulations in this sphere. While we have been vacillating, the United Kingdom has been proceeding to pass regulations and extract vast quantities of oil and gas from the North Sea, deliver them, and have its economy restored by them. Here we are in this country still putting forward the same lame excuse in the Speech from the Throne, that we are going to get around to doing this. The government must surely stand indicted by this particular passage in the throne speech.

Another thing that concerns me in my constituency is the government's record as far as protecting the Canadian domestic manufacturer is concerned. This has national ramifications.

The Address—Mr. MacKay

I dealt with it today in a Standing Order 43. In my constituency we have a very important keystone industry for Nova Scotia called Hawker Siddeley. This particular industry is unique in the country because it has the only Canadian capacity for manufacturing railway axles. It is unique also because it is the only industry in Canada which maintains a full time export development marketing team. Also it is unique because it has been getting one of the shabbiest deals from this government of any large corporation in Canada. In any event, on its behalf, I wrote to the Minister of Transport (Mr. Lang) in August, I wrote to the then Minister of Industry, Trade and Commerce in September, and I wrote to the present Minister of Industry, Trade and Commerce (Mr. Horner) a week ago. I have received no answer from any of them.

I expressed great alarm at the situation where cheap foreign railway axles are being imported into this country under conditions which may very well contravene fair trading practices. It was interesting to note in Tuesday's edition of the *Globe and Mail* that this practice is not confined to railway axles. The particular article read as follows:

National Revenue says only that stainless steel plate from the three countries and hot rolled and some grades of cold rolled sheet from Japan and West Germany has been dumped. It does not release details on quantities involved.

The article continues as follows:

Dumping of certain types of stainless steel from Japan, West Germany and the Republic of South Africa has been found . . .

These are the types of situations the Minister of Industry, Trade and Commerce and the Minister of National Revenue (Mr. Guay) should look into. This particular industry has been a good industry for Nova Scotia and a good industry for my constituency. It employs many hundreds of workers and has a very good record for exports, and a fine record of manufacturing railway rolling stock for Canada and the United States.

It is inconceivable to me that this industry is not getting more support. I understand that of the \$100 million western railway rehabilitation plan, about which I wrote the Minister of Transport last August, he has seen fit to give an order for 100 cars to Hawker Siddeley and an order for 806 cars to National Car in Hamilton. By coincidence, that is an area where there is far less unemployment. I hope the minister will take this as a representation to give Hawker Siddeley the order for the remaining 150 longitudinal hopper cars, which has not yet been announced. Also, I hope he will make certain that these cheap foreign axles, which may be coming into this country in contravention of anti-dumping procedures, will not menace the possibility, and indeed the certainty of this industry getting the order to supply the railway axles for the entire order for this western railway rehabilitation program.

One of the things the people of Canada expect from this government, at a time of economic difficulty, is at least one comprehensive plan to do something constructive for the country. It is significant that the United States of America is prepared to spend billions and billions of dollars to transport non-renewable resources such as oil and natural gas from the north down to the United States, and we in Canada have not exhibited a similar willingness to spend money on the basis of