

S. O. 21

AFTER RECESS

The House resumed at 2 p.m.

STATEMENTS PURSUANT TO S. O. 21

[English]

EXTERNAL AFFAIRS

NICARAGUA—BAN LIFTED ON PUBLICATION OF *LA PRENSA* NEWSPAPER

Mr. Jim Manly (Cowichan—Malahat—The Islands): Mr. Speaker, in the Central American peace process the Government of Nicaragua has shown further evidence of good faith by lifting its ban on the publication of *La Prensa*.

Nations find it very difficult to maintain full freedom of the press when, like Nicaragua, their independence is threatened by war from outside.

Prior to its closure in June, 1986, *La Prensa* had been giving its support to the American-financed Contras who were waging war on their own people. Even as she announced the reopening of her paper, Violeta Chamorro said that she would print information even if it endangered the security of the Sandinista Army.

If Canada were at war, we would neither expect nor want to see freedom of the press carried to such an extent that newspapers would print information which could endanger the Canadian Armed Forces. By reopening *La Prensa*, therefore, Nicaragua is taking a great leap of faith in the peace process.

The Reagan administration in the United States now has an obligation to show similar evidence of good faith by stating clearly that it will not provide any Contra funding while the peace process is on track.

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AIR CANADA

CALL FOR PRIVATIZATION

Mr. William C. Winegard (Guelph): Mr. Speaker, a few days ago I met a large group of Air Canada pilots at the Rotary Lobsterfest in Guelph. We ate lots of lobster, but we also spent considerable time talking about Air Canada.

It is becoming increasingly clear that members of the staff of Air Canada want the company privatized. They do not want 10 per cent turned over to the private sector, or even 50 per cent; they want 100 per cent turned over to the private sector. They want new aircraft, new spirit, and new opportunities.

Let us agree to let them have those opportunities. Let them lead the way in turning this Crown corporation into a private enterprise. They deserve the chance.

[Translation]

THE HOMELESS

URGENT NEED TO REMEDY SITUATION

Mr. Jean-Robert Gauthier (Ottawa—Vanier): Mr. Speaker, in addition to drawing public attention to the deplorable living conditions of more than 40,000 Canadian men and women, the Canadian Conference on the International Year of Shelter for the Homeless, which took place in Ottawa last week, will have made us fully aware that the situation is critical and that concerted efforts must be made to try to remedy it.

Unfortunately the Conservative Government did not get the message. Once again it has been unable to show the leadership required to implement concrete measures designed to solve the problems of these thousands of men, women and children who live under difficult and even miserable conditions.

Over the past year more than 1,000 persons have slept on streets and sidewalks in my riding of Ottawa—Vanier, while 11,000 youths aged 15 to 24 have been without work. A great many people were on social welfare rolls, including most of the 19 per cent of single-parent families that, as we know, are among the most destitute in our society. By contrast, during the last three years of the federal Liberal Government, 765 subsidized housing units were built in Ottawa—Vanier alone, but in the past three years since this Government took office only 270 such units have been built.

By refusing to offer a helping hand to the needy, the Conservative Government shows its inability to live up to the mandate given to it by Canadians, men and women alike, both rich and poor.

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[English]

VIA RAIL

TREATMENT OF PASSENGERS WAITING TO BOARD TRAINS

Mr. Reginald Stackhouse (Scarborough West): Mr. Speaker, VIA Rail is suffering intense competition from airlines, bus lines, and auto transportation, yet it insists upon putting the convenience of its policies ahead of the comfort of its passengers.

Hundreds of people regularly line up in stations at Toronto, Ottawa, and other cities, often for an hour, before being allowed to board trains that are standing empty in the stations.

In contrast, passengers may comfortably wait seated in trains long before they leave stations at London, Paris, Rome, and New York.

If VIA wants business, it will find success from a tried and true formula—put the customers first.