

*Adjournment Motion*

is a little double talk on their behalf, and we are very concerned about that. Where I do not agree with the Hon. Member is that if they do not follow what we are asking them to do, we should embark also on a trade war and provoke the installation of protectionism. I think we would then be doing exactly what we are blaming them for doing. I think the Hon. Member is right. We have shown our opposition to the Americans. We have communicated our concerns to the U.S. administration, and we hope that they will react positively to our requests.

SHIPBUILDING—MEETING WITH INDUSTRY REPRESENTATIVES  
IN NEW BRUNSWICK. (B) GOVERNMENT POLICY REVIEW

**Mr. Bob Corbett (Fundy-Royal):** Mr. Speaker, over the last few weeks I have been attempting to extract from the Government the long overdue shipbuilding policy which has been under wraps for some reason or other. It has refused to divulge it. I can tell you, Mr. Speaker, there are a good many workers in this country who are rather resentful of the fact that the Government is reluctant to release the facts of this shipbuilding review policy. Indeed, it is affecting their very livelihoods and the futures of their families.

I think it is important to recognize that the shipbuilding industry is critical in the Maritimes. We have shipbuilding industries located on our Pacific and Atlantic coasts, as well as the St. Lawrence. These people are in dire need. They are becoming concerned that the Government is not addressing itself to their particular needs. They are aware that the Government has been in possession of a shipbuilding policy for the last two and a half years, and during that period of time they have seen at least \$1.1 billion leave this country for foreign countries which are constructing ships that could have been constructed here. That is distressing to them.

● (2210)

I was astounded to hear the Hon. Member for Comox-Powell River (Mr. Skelly) tell the House this evening that it was incredible hypocrisy for my party to be expounding a philosophy and theory in support of the Government, when he knows full well that his party is entirely responsible for the fact that this Government is in power today. That same Member has stood up in the House and shed crocodile tears on behalf of the workers in the shipyards of this nation knowing full well that his party is totally responsible for the fact that those people are in power and directing the policies of the shipbuilding industry.

There is information available, Mr. Speaker, that the Department of Fisheries is considering the purchase of trawlers from Europe for the fishery off New Brunswick and Nova Scotia. That is very distressing news to the workers in the shipyards of this nation generally, let alone those in Atlantic Canada. The news that the same department is anticipating the purchase of a freezer trawler in Japan for conversion to a research vessel is extremely distressing for shipyard workers across this nation.

Last March, Mr. Speaker, there were 18,000 workers involved in shipbuilding across this nation, and today there are substantially less. Those people are not going to have a very pleasant Christmas this year. Many of those individuals have

been thrown out of work because of the inactivity and inability of this Government in addressing itself to the industry's difficulties.

Why is it that British Petroleum is going to be purchased at a price in excess of \$600 million, Mr. Speaker? This will not get one single job. But that is something that we should expect of this Government. Why is it that Dome Petroleum, which the Government is bailing out to the tune of millions of dollars, will purchase submersible rigs from foreign countries when they could be built in Canada?

● (2215)

The frustration that I and many of my fellow citizens in Atlantic Canada experience tonight is caused by the fact that, despite the insistence of this Party that the Government come forth with this shipbuilding policy review which has been in its hands and has been passed through Cabinet, there is no sign of it. I defy the Government to refute that statement. For two and a half years while people in this nation have been suffering, we have been exporting millions of dollars worth of work, but those problems will not be addressed this evening by the Parliamentary Secretary in his reply to the points I have raised. It is absolutely incredible that the Government can have so little respect for the plight of the workers of this nation.

**Mr. Jim Peterson (Parliamentary Secretary to Minister of State for Economic Development and Minister of State for Science and Technology):** On the contrary, Mr. Speaker, I am very pleased to be able to rise tonight and respond to the Hon. Member for Fundy-Royal (Mr. Corbett). If he thinks that this country will be able to produce every type of ship and every type of boat that Canadians need, he is wrong. That is unfortunate, but as a country we will have to specialize and find needs in the international market which we can satisfy. This does not mean that we have achieved our full potential in the shipbuilding industry, but I do not despair to the extent that the Hon. Member for Fundy-Royal does.

On November 22, the Minister of State for Economic Development (Mr. Johnston) initiated an intensive round of negotiations on economic and regional development issues. He was in the Province of New Brunswick and met with Premier Hatfield who voiced his support for the program of reorganization, which the Minister has undertaken. He also met with union and management in Saint John. It was reported that those discussions were extremely frank and interesting.

The Saint John Shipbuilding and Drydock Company is an integral and, I believe, a very proud part of Canada's shipbuilding heritage. We should talk about some of the successes we have had instead of badmouthing Canadian industry all the time. This company has an order for a \$100 million semisubmersible drilling rig that will create 1,500 person years of employment. It has a contract for the design of the new type 1,100 icebreakers. These ships are needed to replace the older ships. It has a \$1.6 million contract to refit the Coast Guard's *Louis St. Laurent*. A federal contribution of more than \$12 million was allocated to lengthen and renovate the drydock.