

Government Orders

I thank you again, Mr. Speaker, and I hope that they will see the light!

[*English*]

Mr. George S. Baker (Gander—Grand Falls): Mr. Speaker, we have the bloc. Their heads are going to be on the block before this is over.

The Bloc Quebecois state there is not enough construction work going to Quebec. As well, we have the NDP saying that it wants to know where the oil is going to go to be refined. People who have examined these questions must be really confused as to what they are talking about.

The companies that are constructing the infrastructure are Concrete Products Limited, 3.5 per cent Newfoundland; Doris Engineering of Paris, France, 7.5 per cent; Janin Construction of Montreal, 29.66 per cent; Atlas Construction of Montreal, 29.66 per cent. Then, there is McNamara Construction of Newfoundland at 29.66 per cent. That is a bit deceptive unless you examine who these people are.

For example, Atlas Construction is a subsidiary of one of the largest construction firms in Quebec called Atlas-Gest Incorporated. It is a subsidiary of the Paris based Dumez, one of France's largest construction firms.

• (1800)

When you go to the topside design, you have B&L Consultants of Newfoundland with 70 employees; SNC Group of Montreal, 4,000 employees; Monenco of Montreal at 1,000—

The Acting Speaker (Mr. Paproski): The hon. member for Shefford is rising on a point of order.

[*Translation*]

Hon. Jean Lapierre (Shefford): Mr. Speaker, I would remind my colleague from Newfoundland that it may be French but it is not necessarily from Quebec.

Mr. Bouchard (Lac-Saint-Jean): France is a foreign country!

[*English*]

The Acting Speaker (Mr. Paproski): That is not a point of order. It is a point of debate.

The hon. member for Gander—Grand Falls.

Mr. Baker: No, Mr. Speaker, it is not even a point of debate. I do not know what it is a point of.

Monenco of Montreal has 1,000 employees and then there are two other smaller firms, a Houston based firm called Brown & Root and a company called Aker Engineering of Norway. Monenco was formerly Montreal Engineering.

Here is the point, Mr. Speaker. In looking at all of the offshore construction in the world, one finds these same names that are here. You find Doris Engineering of Paris, France. They are the experts in the platforms make up only 7.5 per cent of the deal. The same Montreal firms are connected with every large construction undertaking in the world. The company that is associated with Atlas Construction of Montreal, Dumez, is one of the companies building the French half of the English Channel tunnel.

It is the same companies doing these large construction projects. No matter how you cut it, Mr. Speaker, you could have almost predicted the names of these companies before the contracts were let.

The other point raised by the NDP members is an interesting one. They say that none of this oil is going to be refined in Canada. Away back in 1987, we passed legislation in the House that deal with exactly that. It was decided by this chamber and the Newfoundland legislature and it is perhaps the most backward step that could ever be taken by legislatures, the Parliament of Canada being a legislature. It defined where the Government of Canada and the Government of Newfoundland could force an oil company to bring oil to refine if the companies had not entered into a contract to sell the oil. In other words, if the company had a contract to sell it to Venezuela, it would go to Venezuela. The only way the Government of Newfoundland can interfere is if the Government of Newfoundland—under the existing legislation that the NDP now claims they do not know anything about—says: "All right, we have what is called legally a shortfall of petroleum deliveries in the province."

But one mistake was made in the legislation and that is it did not guarantee to any industry in the Province of Newfoundland oil from the offshore, not one single industry. That is why that legislation should be brought back into the House of Commons and amended to