

collective wisdom must steer us toward protecting particularly our youth from its effects.

I urge all members to show their support by wearing their ribbon next week.

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CHATHAM, ONTARIO

Mr. Rex Crawford (Kent): Madam Speaker, it gives me great pleasure to rise in the House today to commend the city of Chatham, Ontario as it tackles its economic future head on.

The Task Force on the Local Economy was set up under the able leadership of Mr. William Case. This is a city that is not going to take the recession lying down.

Chatham's auto industry and agriculture have been hit hard by the made-in-Canada recession. Many factories were closed with jobs lost forever.

They will work with the area business and labour groups and the city's Economic Development Commission to look ahead, to help our city compete now and in the future.

In the upcoming weeks, the committee will be seeking opinions of local people as an action plan is produced. They will be taking up the slack from the federal government that has abandoned its duties.

I wholeheartedly support their efforts as the city of Chatham plans for the future with confidence. Let us roll up our sleeves and get to work for the betterment of all.

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SHIPBUILDING

Mr. Iain Angus (Thunder Bay—Atikokan): Madam Speaker, Canada's shipbuilding industry has been devastated by recent economic conditions and is in its worse slump since World War II.

We must now create an investment climate which permits us to capture a greater share of Canadian and world markets for specialized vessels. We must work to meet a greater share of our domestic requirements for vessels used in defence, coastal trade, search and rescue patrol and the offshore fishery.

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Was this a quote from a union or from a shipbuilding company or from the NDP? No, it was a quote from the Conservative Party of Canada which said: "A top priority of a Progressive Conservative government will be to create a more viable and prosperous shipbuilding industry". That was its campaign promise in 1984, and what has happened since? Shipyard after shipyard from coast to coast to coast has been closed by this government. It has not done anything to help the industry survive.

Other marine countries around the world assist, either through financing or through subsidies, to allow the private sector to be able to afford to buy ships built in their own country.

I call upon this government to recognize the reality of the world that it too has to assist.

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CANADA-U.S. FREE TRADE AGREEMENT

Mr. Ken James (Parliamentary Secretary to Minister of Labour): Madam Speaker, as we enter the fourth quarter of 1991, the Canadian economy is showing signs of rallying from the effects of the recession. Part of the reason for this recovery can be attributed to the free trade agreement with the United States.

Despite the high Canadian dollar, firms are taking advantage of reduction in tariffs under the free trade agreement to tap the lucrative American market.

In my riding of Sarnia—Lambton, many companies are finding the U.S. as a place to expand markets and increase revenues.

A few years ago, the Sarnia division of Esso Chemical was selling 15 per cent to 20 per cent of the polyethylene made there to the U.S. This year, reports indicate sales have increased to 40 per cent.

In 1989, Shell Canada was not exporting any polypropylene to the U.S. in 1991; 10 to 15 per cent of that production is now going to the U.S. market.

The surge in the American market is also responsible in part for a recent \$12 million expansion at Esso Chemical.

As evidenced in these examples, this opening up of the American market to Canadian companies is aiding our competitive position—

Madam Deputy Speaker: Time is expired. The hon. member for Hillsborough.