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most important industry we have in the Atlantic region. It means not just jobs for our people but involves the very culture and lifestyle, the way of life, of our people.

The fishery is a \$1.3 billion business. It is a major contributor not only to the economy of the five eastern Provinces but to the economy of this nation as a whole. We are the world's largest exporter of fish products. It also provides jobs for 48,000 people in the processing sector. There are approximately 48,000 fishermen divided between full-time and part-time fishermen. That is to sketch in the importance of that industry in the eastern Provinces of Canada.

The \$100 million for the fishing industry in the five eastern Provinces was split up among the various Provinces. It can be said and shown that this money was divided according to need. An amount of \$24 million will be spent in my own Province of Newfoundland and Labrador to do wharf repairs, harbour improvement, breakwater repairs over the next little while and on two marine service centres. This amount of \$24 million, is about a tripling of the annual budget that we have had in small craft harbours over the last little while.

Mr. McGrath: And not a dollar for St. John's.

Mr. Rompkey: It is very important that this work be done. The work is going to be done. In Nova Scotia spending is going to be about \$25 million in various parts of that Province.

Mr. Forrestall: Name them.

Mr. Rompkey: In New Brunswick an amount of \$10 million will be spent on fisheries infrastructure. Fishing unloading and handling systems are to be installed at 28 different locations.

An amount of \$8.8 million will be spent in Prince Edward Island for various harbour reconstruction and development projects.

In the Province of Quebec there will be \$25 million for a variety of fisheries, infrastructure projects, including harbour improvements, fish unloading equipment, marine service centres and bait depots. In these Provinces a total of \$100 million is allocated for the most important industry that we have.

The Atlantic fishery envelope also includes funds to build a modern electronic acoustic sweep vessel which will be used to survey shipping and navigation channels. Many of the seasonal ports on the East Coast require this annual depth service before they can be opened up to ships in the Spring.

In addition to the Special Recovery Program the Government of Canada will also invest \$71 million in the Quebec fishing industry under provisions of the Quebec-Gaspé-Lower St. Lawrence Economic Development Plan. This package comprises a wide variety of projects to get underway this year, carrying on for a five-year period. These projects are aimed at the improvement of the fishing fleet, upgrading productivity, ensuring the production of consistently high-quality fish and seafood products. That is the recovery program. That is to put new money into the fishery to try to create jobs and to include the infrastructure.

You will recall also, Mr. Speaker, that last February we announced the Government's commitment to invest almost \$200 million to put into effect the recommendations of the

Kirby task force report, another additional \$200 million for the Atlantic fishery. Those sums do not include the funds which the Government of Canada in all likelihood will be contributing to the restructuring of the companies in the Atlantic region. That process is now going on. Complex discussions are taking place as to how that restructuring might be done. I hope we will have a solution very soon to meet the needs which will be satisfactory to all concerned.

These are steps taken to improve the most important industry that we have in the Atlantic area, but that is not all that has been done. Under the recovery program additional funds have been allocated. I was surprised to hear my hon. colleague from New Brunswick who spoke a few moments ago saying that somehow we were not concerned about infrastructure in the Atlantic Provinces, and where we were there were some strings attached. I want to say to him that we have just signed with the Government of Newfoundland a \$45 million roads agreement. It has no strings attached. It is for roads in Newfoundland and Labrador, roads that need to be done. I do not apologize for any of those roads. I do not apologize because sometimes Liberals happen to represent areas of need. I do not apologize for that. That is a fact. For example, the Labrador highway has been a dream of people in Newfoundland for a long while, not only a dream of mine but a dream of the Premier of Newfoundland and the dream of the Premier before him and the Premier before him. Two of those two Premiers were Conservatives. This is not a partisan matter; it is a question of need and things that need to be done.

• (1520)

Let us look at the distribution of the funds. There was Conception Bay highway in an area of Newfoundland represented federally and provincially by Conservatives. Other roads were constructed in areas of need which will contribute to the economic well-being and tourism of the Province. It is high time they were constructed and I am glad they have been. They were built under an agreement that my colleague, the Minister of Transport (Mr. Pepin), put in place with Newfoundland. Of course, it was based upon the concept of multi modal transportation and of building for the future, not for the past. We put in place the things that needed to be done. We modified some transportation patterns, some sea routes and some sea transportation patterns which needed to be done. I pay tribute to the Minister of Transport for his sensitivity and response to the needs of my Province.

In addition to the \$45 million roads agreement, we signed a \$10 million agreement for the improvement of the Corner Brook harbour and to put in place the infrastructure needed in that great port in order to attract sea traffic to it. Without it Corner Brook would not be able to compete. I am sure transportation critics opposite will agree that sea traffic is the most cost effective in the long run for my Province and for the Atlantic Provinces.

We have put in place the Corner Brook harbour development, which of course is building on other infrastructure