

My question to the minister is, why does the government persist in letting this policy continue? We have had over 1,000 men laid off from the Halifax shipyards, and 800 or 900 men have been served notice by Marine Industries of Sorel, a shipyard owned by the government of Quebec. If the information I have is correct, we will see that government closing that yard. That will virtually throw these men out of work permanently. They are going offshore to France to purchase the requirements of the government of Quebec for ferry services in that province.

Canadian policy in this regard is not complicated. After deciding that you need a new ship, it takes a long time to design, award the contract, have the building take place, put the ship in the water and get it into service. You will not be ready to do that type of thing in 1983 unless you make the determination today, not in 1980 or 1981. You cannot have a ship ready in two years.

My question to the government is very serious. When is this government going publicly to indicate to the Canadian people that this policy will be for the government account, that it will identify the requirements, do the design work and build the ships in Canada, and put them to sea in Canada under Canadian registry? The ships must be built to Canadian standards with regard to pollution, operations north of 60 degrees or whatever else. They should be operated by Canadians, be subject to Canadian laws and pay Canadian income tax.

● (2207)

The leasing of two Swedish vessels returns nothing to our coffers whatsoever. It is immoral for this government to continue to posture with respect to Canadian shipbuilding policy in the way it has done in recent years. It has made no conscious effort to enunciate a clear policy. It has waffled, beat around the bush and avoided its responsibility.

The minister says that it is a good idea. He says, "By golly, that is something we have to get around to doing." What he should be doing is standing up and saying to Canadians and to the men who work in the shipyards of this country that we will build our requirements in our own shipyards using our own men and, to the extent possible, using our own material. We should not go offshore unless there is an extreme emergency, and there is no such emergency.

However, for CN marine not to have identified a continuing and ongoing need for ferry services in eastern Canada and to leave the matter in such a state that we had to go offshore to meet immediate needs is simply not acceptable. It is unjustified, and now is the time for the government to correct that. In responding this evening I hope the parliamentary secretary will be prepared to do something other than read a document prepared for him earlier today. I hope the parliamentary secretary will stand up as an easterner and address himself to the question.

**The Acting Speaker (Mr. Turner):** Order, please. I regret to inform the hon. member that his allotted time has expired.

### Adjournment Debate

**Mr. Maurice Harquail (Parliamentary Secretary to Minister of State for Urban Affairs):** Mr. Speaker, I am delighted to respond to this question. I want to comment first, however, that it is more than passing strange—it is astonishing—that the hon. member for Dartmouth-Halifax East (Mr. Forrestall) should be bringing questions to the late show when earlier this very evening he refused to give unanimous consent to allow the Minister of Transport (Mr. Lang) to answer questions about the main estimates.

**Mr. Forrestall:** You are deliberately misleading the House.

**Mr. Harquail:** I am pleased that the hon. member consistently raises matters which show the government's continuing high priority regarding the needs of Atlantic transportation.

With regard to the replacement of the m. v. *William Carson* the Minister of Transport announced on April 26, 1978 that the 443 foot long stern loading vessel *Sir Robert Bond* will be converted for Labrador service this summer. The *Sir Robert Bond* is being converted at a cost of \$3.6 million by Davie Shipbuilding, and it is expected that the vessel will be ready for service early this summer. The *Sir Robert Bond* will be modified to carry passengers, including cabin accommodation, but will retain its capability to haul substantial freight.

All Newfoundlanders realize that the vagaries of the sea from time to time result in tragic losses such as that of the *William Carson*, but I am sure that all hon. members are grateful that, while the ship was lost, all 128 persons on board were rescued due to the brave efforts of the ship's crew and the efforts of land-based search and rescue forces.

After the sinking of the *Carson* the government moved swiftly by reconfiguring the fleet so that Labradorians had service last summer despite the loss of the *Carson*.

By taking these immediate interim measures which were followed by the decision of the Minister of Transport to convert the *Sir Robert Bond* for Labrador service this summer, the government has acted in a decisive and positive way.

**Mr. Forrestall:** We will deal with that tomorrow afternoon at three o'clock.

TRANSPORT—HALL REPORT—REQUEST MINISTER CONSULT MR. JUSTICE HALL ON RECOMMENDATIONS

**Mr. Ray Hnatyshyn (Saskatoon-Biggar):** Mr. Speaker, I am moved to point out at the outset of my remarks that it has occurred to me that the Prime Minister (Mr. Trudeau) must be wondering day after day why he did not go to the people. It seems to me that ever since he made that fateful decision a few weeks ago everything he and the government has tried to do has turned to dust.

The question I want to raise tonight is another example of the bumbling, fumbling and incompetence demonstrated not only by the Prime Minister and his cabinet but now by the rank and file of the Liberal party as well.

I was going to raise this evening a question which I thought was one with which the Minister of Transport (Mr. Lang)