

maximum benefit from our shipbuilding industry and from our offshore energy industry. It may not be important in Ottawa Centre, Mr. Speaker. The Member from that riding comes into the House pooh-poohing this kind of thing. But if we are here talking about Canadian manufacturing in Central Canada, or if we are here talking about the automobile industry, the Member for Ottawa Centre (Mr. Evans) would be up from his seat saying "We have to have protection. You cannot buy American-made cars. You have to buy your cars made in Oakville, Ontario." We are used to that. But when we start talking about shipbuilding in the Maritimes and we talk about the offshore energy industry then everybody goes silent. It is a situation of "we do not want to talk about that. Let those fellows fight their own way. This should be a free world economy. We should let oil rigs flow in and out from Denmark, Norway, any place you want. Bring them in. Set them up and send the information to Atlanta, Georgia, for processing at a cost of millions and millions of dollars and millions of Canadian jobs." And the Hon. Member for Ottawa Centre does not care. But the people of Canada care. They care about Canadian jobs because every unemployed Canadian represents dollars out of the pockets of Canadians. But if the Hon. Member for Ottawa Centre does not know that, he better start realizing it. I understand. I live in Ottawa Centre and I see the conditions there. They are perfect, Mr. Speaker.

Mr. Evans: Thanks.

Mr. Crosby: The unemployment rate must be down to zero, because Ottawa benefits from all of Canada. Regions such as Nova Scotia and Newfoundland want to share in those benefits. The only way they will share in the benefits is by getting some advantage from offshore exploration, and some advantage from shipbuilding. In order to gain that advantage they need some protection, help and assistance from Government. Let me say to the Minister of State for Finance (Mr. MacLaren): Give us the protection. Give us what you have given other parts of Canada and we will get the job done.

Mr. Ray Skelly (Comox-Powell River): Mr. Speaker, It looks as though this Bill, which has been a long time coming, will now come to fruition, but only after a lot of cautious and dangerous positions taken in the House. The Bill is worth supporting. It is unfortunate that the Government was unable to accept the amendment which I think this whole House wanted to see passed. It is worth nothing what kind of a gift the Minister is interested in giving to certain interests.

The Department of Fisheries and Oceans estimated in 1982 that \$5 billion would be needed over the next decade to upgrade the East Coast trawler fleet. Unless that loophole for 100 foot fishing vessels is plugged the Canadian shipbuilders will lose out on an enormous amount of money. The Minister's statement that the Government will be able to pick up this particular amendment down the road is complete foolishness. I believe that by the time he finishes his consultation we will be on to the next federal election and there will be another Parliament. Hopefully sometime off in the future, before the

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opportunities have all gone, there will be a chance to plug that loophole.

It is extremely unfortunate that the Liberal government was unable to accept the recommendations of the Opposition Parties to pass that legislation, and is now quite prepared to kiss \$5 billion for Canadian economic development and employment goodbye. That is a tragedy. But that has been the history of shipbuilding in Canada since the Second World War. For whatever reason the Liberal Government decided to torpedo that industry, leaving it alone and not provide it with any meaningful support.

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Policy statements by a variety of Ministers of Liberal Governments indicated that they felt Canada's best interests lay in having the Japanese, Koreans and Europeans supplying cheap ships. It was thought that this was providing economic opportunities for Canadians when in fact an industry was being handed away. It was an industry in which Canada had developed tremendous expertise. It could have provided tremendous employment opportunities and economic benefits, as well as an opportunity to develop technology in an industry in which we could have been a world-class leader.

It was even more tragic when the Government lost an opportunity for Canada to have a presence in offshore development. Canada probably has one of the largest coastlines in the world. It is dependent upon marine transportation, both coastal and international. It was deprived of future resource development in oil and gas, mineral exploration and deep seabed operations. It was similar to the case of the old Avro Arrow and the development of the first jetliner. The Government was prepared to give away the shipbuilding industry in the same manner as it gave away the aviation industry. It has ignored the shipbuilding industry for decades.

It is interesting that the Bill before us was developed somewhere in relation to the Canada Oil and Gas Act when it was apparent that Canada would lose an enormous amount of employment and economic development in this particular field. The Government showed no initiative in bringing forward the Bill. A tremendous amount of energy was expended, to the credit of the new Minister. Certainly his colleagues cannot be given the same credit because they resisted bringing it forward. They wrung their hands and moaned and groaned. They suggested that our trading partners would somehow retaliate or that our big bad neighbour next door would somehow retaliate. A classic lack of guts has characterized this Government. However, it is refreshing in the dying weeks of this Parliament to see this Bill before us. It is very close to receiving the support of the House.

I do not want to dwell much longer on the Bill, except to say that it is only a step forward. The potential for Canada in marine industrial development is very great. We believe shipbuilding industries across the country will benefit, and that tens of thousands of Canadians will return to work as a result of this legislation. Also an opportunity will be provided for Canada to become a world-class leader in the shipbuilding