

The Address—Mrs. Mitchell

situation but it is of considerable concern to maritime unions and is a situation apparently condoned by this government. I refer to the issuance of work visas to foreign nationals. These foreign nationals make up the crew on the dredge "Aquarius" under charter to Dome Petroleum. This is a Dutch ship sailing in the western Arctic. While there may not be many unemployed seamen in Edmonton where these visas were issued, I know there are many in Vancouver who deserve these jobs. I ask the Minister of Employment and Immigration, through you, Mr. Speaker, to rescind these visas in favour of Canadians.

I want to speak now of maritime issues and the need for a Canadian merchant marine. The port of Vancouver stretches from the northern border of the Vancouver East riding framed by towering coastal mountains, which incidentally are covered by daffodils all year round! From this beautiful port ships from around the world carry our raw materials to other countries to be manufactured, and they are then sold back to us. These ships are registered under foreign flags and are manned by foreign crews and pay no harbour dues to Canada.

There are many residents of Vancouver East who work on the waterfront as longshoremen, in fishing plants, in ship repairs and related businesses. However, since waterfront industries lack stability, their jobs are sporadic and seasonal, and we all know what they are likely to get in the way of unemployment insurance with the new cutbacks for seasonal workers. Our shipyards in Vancouver East live from day to day. Employment fluctuates from about 200 to 1,500 workers, depending on available contracts for small coastal vessels. Skilled seamen who used to sail on Canadian ships and shipbuilders who worked in busy war time shipyards are retiring, and with them their skills are disappearing. Our unemployed young people are not learning these trades. If Canada had a merchant fleet there would be a steady flow of work and regular apprentice training for these Canadians. Unemployment rates would be reduced to an all time low, not only in Vancouver East but also in the maritimes.

Canada is a maritime nation bounded on three sides by the largest coastline in the world. Until the Second World War, Canada was a leading nation in the shipbuilding industry. We had a merchant marine of which we were proud. Now Switzerland and Luxembourg have bigger fleets than we have. The Liberal government deliberately destroyed this heritage after World War II. Merchant ships were sold off, and skilled seamen and shipbuilders were put out of work. In their place foreign ships were allowed to exploit our trade thereby building up huge trade deficits.

The importance of shipping Canadian cargo in Canadian ships cannot be overstated. For example, in 1977 we paid \$2.5 billion in freight charges to foreign shipping countries. If Canada had had a merchant marine this money would have gone to Canadians. In effect it would have wiped out half our trade deficit for that year.

Now, as a bedtime story, I must move on to the tale of that great Canadian pioneering industry, namely, the Canadian Pacific Railway. The CPR boasts about its Canadianism as it

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reaps profits with vast donations from the public treasuries, and it has done since 1880. The shipping record of Canadian Pacific Bermuda Ltd.—and I emphasize Bermuda—is a national disgrace. Yes, they have a modern deep sea fleet of over 30 merchant ships, but they are registered in Bermuda. Not one of these CPR ships is registered in Canada, built in a Canadian shipyard, or manned by Canadian seamen.

In 1978 the Liberal government gave CPR subsidies of over \$100 million, with many more millions in tax deferrals and other corporate welfare gimmicks, to assist in this treachery against Canada. If this is what the new Conservative government calls privatization, God preserve our country from the privateers, and from the Tories too.

I hope, and the people of Canada hope, that we are entering a new era. We expect this government to act on the Darling reports and on the four or more subsequent reports that Otto Lang ignored. The time is right for major stimulation to our maritime industries in the east, in the west, and in the north where the promise of offshore resources is a challenge to us to develop new technologies for the Arctic. We welcome the throne speech that promises an effective merchant marine and we will watch closely for further details.

In closing, Mr. Speaker, I want to refer this government to a plan of action that was strongly endorsed by both labour and management during recent months. This practical plan was proposed by none other than our own outstanding leader of the New Democratic Party (Mr. Broadbent): (1) repatriate existing Canadian owned fleets; (2) require that Canadian bottoms carry Canadian goods in Canadian waters; (3) stimulate shipbuilding with loans and grants carefully planned; (4) guarantee that future shipping of petroleum and mineral products from Arctic sources is owned, developed, built and manned by Canadians; (5) adopt the UN shipping convention rule which guarantees that at least 40 per cent of Canadian goods will be carried on Canadian ships; (6) instigate training programs for a whole new generation of maritime workers.

● (2200)

I look forward eagerly to this session in which I hope we will be able to solve some of these problems. I know the people of Vancouver East share my concerns.

PROCEEDINGS ON ADJOURNMENT MOTION

[Translation]

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

INDUSTRY—OPPORTUNITY TO SELL CANADAIR TO PRIVATE
SECTOR

Mr. Marcel Roy (Laval): Mr. Speaker, since this is the first question on an adjournment motion, I take this opportunity to