

honoured and that the planned development of rail transportation in the western part of the country is carried out.

A Tory colleague, the Hon. Member for Halifax West (Mr. Crosby), has dealt with another point. It had to do with marine transportation, the maritime services that are available to Canadians, more particularly shipbuilding activities in Canadian shipyards. With respect to the works in the larger ports, my colleague from Halifax West has referred more specifically to his own area, something I can understand and for which I am grateful to him, because that made me realize that the improvements that are being done in the port of Halifax, more particularly on grain elevators, at a cost of \$5.1 million, will be completed in 1984, apart from the extension of the port of Halifax, at a cost of a little more than \$25 million. But I do not think he mentioned the important project involving the construction of a potash terminal in Kootenay Bay, in Saint John, New Brunswick. This work will require outlays of about \$28.4 millions.

He did speak about the shipbuilding industry in Canada, but he claimed that nothing much was being done. It is wrong, Mr. Speaker, to leave the Canadian people under the impression that shipyards are getting no help whatsoever from the Federal Government which could not care less about the shipbuilding industry. In fact, the Canadian Government will pay close to \$700 million, over four years, for the building of 11 new ships, the upgrading of three others, and the acquisition of some smaller crafts built in Canada of course.

This program will both enhance the fleet and create quite a number of jobs, close to 20,000 person-years in Canada during that period and above all, it will allow the upgrading of the Coast Guard, fishing and marine fleets. Obviously, some of these boats will be used also for exploration and development of offshore resources.

Moreover, a very extensive program has been created requiring about \$185 million in investments, in order for the Coast Guard to better discharge its duties relative to icebreaking and navigation assistance and to continue more efficiently with its search and rescue activities, when required.

I just want to come back for one minute, Mr. Speaker and I hope that you will allow me to read my text because of the very difficult names of these shipyards to the contracts awarded up until now, for the building of the ships I mentioned earlier. Marine Industries Limited, in Quebec, will build two class 1100 ships. Burrard Yarrow Corporation, in British Columbia, will also build two ships of that category; Collingwood Shipyards in Ontario will build one, Halifax Industries Limited in Nova Scotia one also besides updating the *Sir Humphrey Gilbert*. Vito of Vancouver, British Columbia, will build a class 1050 ship. Port Arthur Shipbuilding in Ontario will build five barges. Chedabucto Shipwrights Limited, in Nova Scotia, will build three LCM class barges and Hurum Marine Limited, in Quebec, which, Mr. Speaker, is better known in our area as Verrault Navigation, will build three

Supply

working vessels. To this list must be added all ship updating and maintenance contracts to be granted to Canadian shipyards.

Mr. Speaker, it would take until tomorrow to deal with the services offered by Transport Canada and the efforts that are made to try to improve quality. But it is impossible and I should like to correct some statements made by members of the Official Opposition in particular about certain services supposedly neglected. And I also wish to deal briefly again with the issue of railway transportation. The Hon. Member for Bonaventure-Îles-de-la-Madeleine mentioned some problems arising only in one part of the Province of Quebec where the train, for instance, must stop in 26 stations, placing VIA Rail in the position of having to provide maintenance services in those communities, and he also told us about the modernization program which has been implemented by the stations and railways to improve and speed up services.

If I remember well, he then said when emphasizing up the quality of the development program for VIA Rail services: "we shall do a good job but that will require a lot of our time". I think he added very appropriately that Paris was not built in one day.

● (1640)

The same is true for all transport needs and services in Canada, both for air and maritime services. If I were willing to be less responsible, I could say, as was done by the official Opposition, that the present Minister of Transport (Mr. Axworthy) is rather negligent in carrying his responsibilities. If I were negligent or irresponsible, I could try to make Canadians believe everything can be done in one day. But I would not dare, because that has been proven impossible. Furthermore, I would never dare make the Canadian people believe that it does not take time to do those things, because they must be done well, because changes must be brought after consultation, as the Minister of Transport said this morning, and as I am rather a responsible member on the government side, I would never dare promise the moon when I could not even give the first quarter. It appears to me today that, according to the comments of the official Opposition, Mr. Speaker, to a large extent, they tried to promise the moon to the Canadian people, knowing that they could not even give the first quarter. It was demonstrated in the few months they were in power that the official Opposition party did not understand, certainly not as well as this government, the needs of the Canadian people. It is grossly unfair to state here that all the proposed changes to our air transportation service and all improvements made to our railway system are electoral or irresponsible promises.

I have been here for four years now and I have been on important committees such as the Agriculture and Transport committees and we did, indeed, discuss the very matters that concern us today, that is the transportation of grain in West-