

Regulations and Other Statutory Instruments

concurrence with respect to a joint committee which has been traditionally a non-partisan and productive committee, and not for the purpose of trying to obstruct the business of the House, the Hon. Member need only have consulted with your humble servant. I would have been glad to speak to the appropriate Minister to see whether or not we could have had concurrence. In order to use an obstructive tactic the Hon. Member moved the motion with respect to this matter without notice. I have indicated to his House Leader on many occasions that if that were to be the tactic it is simply unacceptable. If there are to be motions of this sort and if we are to operate in this way and give notice to each of the other Parties respecting the business of the House, there takes a kind of mutual trust. I have tried to keep my side of the bargain with respect to this matter and have tried to give as much notice—

Some Hon. Members: Oh, oh!

Mr. Hnatyshyn:—to Members of this House as to what the business is and what motions will be moved. I was very much taken with the statement by the Hon. Member for Hamilton East (Ms. Copps), who is sitting with her soul-sister—soul-brother—

Mr. Deans: I beg your pardon. I rise on a point of order, Mr. Speaker. I object to the reference to my soul.

Ms. Copps: Separation of church and state.

Mr. Hnatyshyn: As I say at meetings of House Leaders: "May God have mercy on us". I agree with the Hon. Member for Hamilton East, which is what possessed me to stand up and speak now.

Mr. Deans: You are possessed!

Mr. Hnatyshyn: It is time to get on with the business of the House. It is time to get on with the legislation which is before us. It is time to make progress before Christmas. I will accommodate the Hon. Member for Hamilton East. I would not have done this if she had not spoken. Therefore, I move:

That the House do now proceed to Orders of the Day.

Mr. Deans: It is the very thing you were trying to avoid.

Mr. Deputy Speaker: The House has heard the terms of the motion. Is it the pleasure of the House to adopt the motion?

Some Hon. Members: Agreed.

Some Hon. Members: No.

Mr. Deputy Speaker: All those in favour please say yea.

Some Hon. Members: Yea.

Mr. Deputy Speaker: All those opposed please say nay.

Some Hon. Members: Nay.

Mr. Deputy Speaker: In my opinion the yeas have it.
And more than five Members having risen:

Mr. Deputy Speaker: Call in the Members.

• (1840)

And the division bells having rung:

Mr. Deputy Speaker: Order. It being 6.44 p.m., it is obvious that the House cannot proceed to the Orders of the Day. Therefore, under the terms of the Standing Orders, I declare that the motion has lapsed.

PROCEEDINGS ON ADJOURNMENT MOTION

[*Translation*]

A motion to adjourn the House under Standing Order 46 is deemed to have been moved.

SHIPBUILDING—DEVELOPMENT STRATEGY FOR SHIPBUILDERS—GOVERNMENT POSITION

Mr. Gabriel Fontaine (Lévis): Mr. Speaker, I have been on the floor of the House several times to ask the Government about its plans for a development strategy for shipbuilders and drill-rig builders. It is a matter of considerable concern to the workers in my riding, since the survival of many hundreds of jobs will depend on this policy.

All Members of this House have one major concern, which is to create and preserve jobs. The shipbuilding and ship repair industry is now in a position to create jobs. Canada's most efficient shipyards have adopted modern technology and advanced management techniques.

Versatile Davie of Lauzon is foremost in its field. Its shipyards have been in operation for more than a century. The material and human resources involved in this shipbuilding complex are practically unique in North America. Today, it has Canada's most advanced facilities for modular construction. A ship is built in sections, in several workshops, and then assembled in one central workshop. However, even the use of this technology does not guarantee jobs for our Canadian shipbuilders.

In recent months, the daily media across the country have reported on the precarious position of our shipbuilding industry. As far as ship building is concerned, order books are at their lowest level since World War II. Because of the deficit it inherited from the Liberals, our Government cannot directly inject new funds into this industry. Our budget situation is such that we cannot provide the kind of assistance received by certain foreign shipbuilders.

Mr. Speaker, if we look at new orders for Canadian ships and orders for ships built abroad and registered in Canada, we