

immediate help. Throughout the election campaign, the party and I said clearly that priority will be given to research and development. Hon. Members can appreciate that a developed country simply cannot look forward to a bright future unless its Government actively supports that vital but often neglected industry. That is why I want to repeat in the House that I will make every effort to secure the metallurgical research and development funding which my riding needs so badly.

Another concern expressed in my riding and in many others throughout Canada has to do with our Government's maritime transport policy and the creation of a merchant marine. As you may know, Sorel has long been famous for its shipyards, but unfortunately the situation has gone from bad to worse in the past ten years because there was no firm policy. All Canadian shipyards are now in that kind of predicament. The party and I are committed to steering Canada gradually towards a clear-cut marine transportation policy. Big though that challenge may be, I firmly believe that this Government will take action, unlike others before us which did little more than rest on their laurels. Again I say to Hon. Members that I am anxious to work actively in drafting that policy.

In a country where marine transportation has been completely ignored by Liberal Governments for more than thirty years, in a country where we still have some ships which were built before the *Titanic*, in a country where more than half of the ships registered in 1983 were at least twenty years old, in short, in a country where the fleet becomes less competitive and less safe every day, now is the time indeed to implement a policy designed to promote the shipbuilding industry in Canada rather than in foreign countries as was the case under the Liberals. Our party has stated clearly that it would support the gradual development of Canada's merchant marine by restoring economic confidence through tax credits.

Other solutions cannot be discounted, quite the opposite. For instance, by applying certain rules to the granting of subsidies under the Petroleum Incentives Program, we could probably promote a substantial recovery in the Canadian shipbuilding industry. Indeed, the Canadian Shipbuilding and Ship Repairing Association did a good job of explaining the situation in a release dated February 24, 1984, where it was pointed out that four new foreign-built ships used for shipping steel were registered in Canada during the first months of 1984 under the previous Liberal administration. These four ships, with a total tonnage of 10,722 tons, serve the oil fields of the Eastern coastline. Three of them were built in South Korea and one in Norway. We must stop purchasing from other countries. Those four ships could have been built in Canada, which would have minimized the slowdown in shipbuilding activities in 1982 and 1983. Such imports will probably continue as long as low cost financing can be found abroad and as long as loopholes in existing Government policies have not been eliminated.

**Mr. Deputy Speaker:** I regret to interrupt the Hon. Member, but he may continue this afternoon.

S.O. 21

It being one o'clock, I shall now leave the chair until two o'clock.

At 1 p.m. the House took recess.

#### AFTER RECESS

The House resumed at 2 p.m.

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[English]

#### CHIEF ELECTORAL OFFICER

##### TABLING OF REPORT

**Mr. Speaker:** I have the honour to lay upon the table the 1984 Statutory Report of the Chief Electoral Officer of Canada. May I remind Hon. Members that, pursuant to Standing Order 46(4), this report is deemed permanently referred to the Standing Committee on Privileges and Elections.

#### STATEMENTS PURSUANT TO S.O. 21

[English]

#### CROWN CORPORATIONS

##### PROPOSED SALE OF CANADAIR AND DE HAVILLAND COMPANIES

**Hon. Bob Kaplan (York Centre):** Mr. Speaker, something must be said about the early announcement made by the Government that Canadair and de Havilland are up for sale. I rise not only because de Havilland is in my constituency and affects thousands of jobs and surrounding businesses there but because there are dozens of Canadian suppliers for that company who are affected by a decision of the Government which can only be called ideological.

This is a Government that gave the impression during the election campaign that it had a great many of the answers to the questions of how to increase employment, how to strengthen Canadian culture, how to strengthen Canadian ownership, and so on. We have found through the Government's early announcements that it has no answers at all, other than to be nice, to seek consultation, to establish committees to investigate, and so on, except in one area. The only area in which the Government seems to have been prepared to proceed is the putting up of these two companies and others for sale. When we asked for them, we found that there were no studies done, no consultations, and no search for a consensus at all about whether or not these companies should be up for sale.

It is well known that the Liberal Party believes in a mixed economy. We have no ideological commitment to maintaining the aerospace industry in the public sector forever. However, we do have a commitment to maintain that industry. With that