

were mentioned by the Prime Minister (Mr. Trudeau) during a fund-raising dinner last December. For instance, there is the shipbuilding industry, whose activities are centered in the Sorel-Tracy area, the pulp and paper and primary industries in the Schefferville, Port-Cartier and Sept-Îles regions, and now there is the program in the Montmagny-L'Islet area for those unable to adapt to the ever-changing world situation and whom the federal government has decided to help financially.

We have seen that the Canadian government has come up with an Industrial and Labour Adjustment Program to which it has allocated \$350 million over a five-year period. By 1985, we will have spent \$476 million on the completion of the Canadian space program. The megaprojects affected include the manufacturing of the handling arm for the U.S. space shuttles, of satellites, antennae and ground-station equipment. Most of that equipment will be manufactured in Sainte-Anne-de-Bellevue, Quebec, by the Sport Company, and out of the \$132 million committed, Quebec will get some \$50 million. Also, 500 of the 1,000 jobs in that high technology sector will be created in Quebec. The government will also commit more than \$32 million by 1982 for the development and the use of the Telidon Videotex system.

In the Montreal and Quebec City areas, cable subscribers can now view the pages of *La Presse's* telecomputerized newspaper. There are a number of other programs, Mr. Speaker. For instance, a special \$170 million fund to promote the development and use of microelectronic equipment was instrumental in the opening of an important Mitel plant in Bromont. Six microelectronic centres will be set up in Canada, including one at the University of Sherbrooke, again in the eastern townships area, again in the province of Quebec. Moreover, the Canadian government will also grant \$50 million in financial help to the Pratt & Whitney Corporation in Longueuil for the Development of Dash-8 engines, and the spin-offs of the F-18 fighter contract are already estimated at more than \$835 million for Quebec.

Also worth mentioning is the salvaging of the Canadair Corporation, which was bought by the Canadian government, and whose Challenger aircraft is meeting with unprecedented success. And, Mr. Speaker, who invested \$90 million in Bombardier for the manufacture of 50 railway cars and 21 LRC engines for the VIA Rail Corporation? Was it the Quebec government which buys its buses in the United States? No, Mr. Speaker, it was the Canadian government. And who gave them financial and political support to land a \$150 million contract for 230 rail cars for the Mexico City subway? Once again it was the Canadian government, Mr. Speaker. And who invested \$150 million in the Bombardier plant in Valcourt, to help in the manufacturing of 2,762 army trucks Mr. Speaker? Was it the Quebec government? Was it the government whose rhetoric the hon. member is using to suggest we are doing nothing for the province of Quebec? No, Mr. Speaker, it was the Canadian government. Finally, Mr. Speaker, who helped Bombardier secure from Volkswagen the technology transfer for the design and manufacturing of its Iltis jeep? Who else but the ministers, Members of Parliament and officials of the

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Canadian government, which the hon. member calls the silent group in the Quebec caucus. That group, Mr. Speaker, may appear to be silent to the hon. member for Joliette, but it is a group who knows how to deliver the goods, Mr. Speaker.

We also allocated \$135 million to modernize the Quebec pulp and paper industry, that is in greater Quebec City. We did the same for the shipbuilding industry, which will receive an additional \$225 million over the next three years to update its production equipment. We have therefore done our job in this area as well. The interests of Quebec have been defended by Members of Parliament in caucus, in cabinet, by the people from Quebec, and not only by the rhetoric of the present provincial government.

Under the National Energy Program, the Trans-Quebec and Maritimes Gas Pipeline Company is now completing work on a pipeline which will soon supply gas to Eastern Canada. This project alone will create \$1.5 billion in investments over the next five years. This is a further positive action, in my opinion. The Canadian company Dome Petroleum has also purchased Davie Shipbuilding of Lauzon to manufacture the equipment it will need for its prospecting and development activities in the north. As everyone knows, this is another priority of the National Energy Program.

This week, we announced the new ports policy for Canada which will give local authorities more input in decision-making and help the ports of Quebec City, Montreal, Sept-Îles and others to take concrete action and to co-operate with local industries in developing Quebec ports. In the last five years, we have spent over \$12 million to develop the port at Gros-Cacouna, and I see here the hon. member for Kamouraska-Rivière-du-Loup (Mr. Gendron) who was very active in this regard. He delivered the goods and did something positive for the people of Rivière-du-Loup and all Quebecers, instead of being satisfied with rhetoric like the hon. member for Joliette. When the Progressive Conservative Party was in power, the hon. member for Joliette did not say that this project had been under discussion for 15 years, but rather that it was a concrete measure taken by the Progressive Conservative government. I am sorry, Mr. Speaker, but I believe that the people in Quebec and the residents of Rivière-du-Loup did not believe what the hon. member for Joliette was saying, and that is why his party was defeated on February 18, 1980, an anniversary we shall probably celebrate in two weeks.

The Progressive Conservative Party had not even invited the hon. member for Kamouraska-Rivière-du-Loup who had been the moving spirit and promoter of this project, Mr. Speaker. In the Quebec region, we also provided a \$5.5 million subsidy to the Quebec Inter-Port Company to strengthen the industrial base in the Quebec area by improving port facilities. What about the old port project in greater Quebec City? What about the infrastructures developed by the Canadian government in our area? Indeed, we know that \$80 million has been allocated to modernize the commuter train system in the Montreal area. I can see how the Progressive Conservative members can find these comments irritating. Of course, they would not like us to