

I want to refer, just to show how dramatic it is, to the situation in Montreal and the plants that have closed there during the last two years.

During the last two years, Gattuso has lost 88 jobs in St. Laurent; Valmet-Dominion Company, 200 jobs; Black and Decker, 150 jobs; Marconi, 380 jobs; Pascal's, 180 jobs; Bristol Myers Squibb in Candiac, 124 jobs; CBC in Montreal, 160 jobs; Eaton's, 60 jobs; General Motors, last year it was 1,700 but that was temporary. They have been called back, but now notice has been given they will be laid-off again; Catelli, 63 jobs; Steinberg's, 150; Clairol Canada, 228; CNR, 2,000 jobs; Miracle Foodmart in Montreal, 350; Canadian Marconi in Montreal, 130; Goodyear in Valleyfield, not far from Montreal, 800 jobs; Dominion Textiles, 20; Twincraft in St. Laurent, 60; Rolland Papers, 293; Nationair 25; Canadair, 300; Noranda Mines, 125; Culinar, 256; Circo Craft, 211; Domtar, 1,300 jobs; Pratt and Whitney, 1,200 and Air Canada, 2,900 jobs eliminated across the country with a large number in Montreal.

I put that on record because if you just mention figures in general, people lose the impact. The individuals who work for those companies I just referred to know how serious it is, because now they are on unemployment insurance or on welfare or on the bread line. That is not the way this country should operate. Government should respond to those situations and try to do something about it. Unfortunately, it is not being done.

In recent days, the opposition has brought to the attention of the House and Canadian people the critical situation faced by aerospace workers in Toronto as a result of the sale of de Havilland by Boeing. As you will recall, Boeing bought de Havilland a few years ago with the consent of this government and are now selling it to a French and Italian firm which has an aircraft in competition with the Dash-8 aircraft being produced by de Havilland in Toronto.

I raise this issue because it is very important for Toronto where there are 3,000 jobs—approximately 3,000 jobs with de Havilland—threatened by the sale of de Havilland by Boeing to the French and Italian firm, but in addition to those jobs in Toronto there are people who supply de Havilland with materials and with other supplies they need for the production of the Dash-8. Of those materials that are provided by other Canadian firms to de Havilland, 48.7 per cent come from Quebec, amounting to \$82.5 million.

Government Orders

In other words, the greatest amount of subcontracting and sub-purchasing towards the production of the Dash-8 aircraft comes from Quebec and, in particular, the Montreal area.

So it is not just Toronto that is affected by this sale. It will now go to Investment Canada for approval or disapproval. That sale not only threatens the jobs of many aerospace workers in Toronto, but also throughout the country and, in particular, in Quebec where 48.7 per cent of the supplies for the Dash-8 come from.

Quebec's large portion of the supply business with de Havilland is attributable to the engine manufacture of Pratt and Whitney Canada in Longueuil. The Dash-8 Pratt and Whitney's PW-100 series engines represents 16 per cent of the aircraft's selling price. I just put that on the record to show how important this is.

I have referred to the critical situation of the economy in this country while this government goes on recess for four weeks and how that recession is impacting on Montreal.

I also want to refer to the constitutional crisis. As I said, we are faced with movements in Quebec and in other provinces, the Reform Party in the west, which would divide this country and turn it into a country unlike the one we have known for well over a hundred years. The government is adjourning at a time when we should be taking action, when leadership should be shown to deal with this threat to our national unity, with this threat to our way of life.

It is troubling that leadership is not being shown by the Prime Minister and by the government in dealing with this matter.

This morning I put to the government certain musings that were stated last week by the Minister for Federal-Provincial Relations, who is a Senator, who in an interview with the Montreal *Gazette* said that it may be necessary to transfer responsibility for official languages to the provinces.

We know that the provinces have a very poor record in dealing with the language minorities. We not only have the situation of Bill-178 and Bill 101 with respect to the anglophone minority in Quebec, but we have historically the policies of the Ontario government cutting back the rights of francophone minority, measures taken by the government of Manitoba in past years to crush the rights of francophones in that province and so on and so on.