

treatment as his own Minister, Daniel Johnson, who trusted the Government on the shipyards and today sees, to his chagrin that the Government is not delivering the goods.

I hope that the Parliamentary Secretary will have some positive answers to give for the holidays, so that these workers who have families to support will soon be able to go back to work, and so that during the holidays, like all the moms and dads across this country who work in our shipyards, they will be able to give presents and celebrate like the rest of us.

• (1815)

[English]

**Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Regional Industrial Expansion and Minister of State for Science and Technology):** Mr. Speaker, the Hon. Member should be very much aware that he is lucky he does not come from Halifax where we have absolutely nothing.

The Hon. Member is under some kind of illusion that the federal Government is not concerned about the difficulties. I only reiterate that certainly the Government is aware of the difficulties being faced by shipyards in Quebec. I should like to assure him that the charges he makes are simply not the case.

I remind the Hon. Member that the contracts were somewhat in jeopardy because of the financial difficulties of Versatile. It took the co-operative efforts of both the federal and provincial Governments to make it possible for the contract for the *Caribou* ferry to be signed and for work on other contracts to which my hon. friend has alluded to proceed.

As far as specific contracts are concerned, work is proceeding on schedule with regard to the Tribal Update and Modernization Program or TRUMP. The work in the shipyard has commenced as scheduled in November of this year.

With regard to the CPF project, I am pleased to report that although the prime contractor, Saint John Shipbuilding Limited, experienced difficulties with scheduling in the early stages of the project, the work is now going well and no more slippages are anticipated. The early slippages affected only the first two frigates to be built at the Saint John yard and will not affect the ships to be built in Quebec. In fact, construction work on the third ship, which is the first to be built in Quebec at Sorel, has already started.

Finally, work on the Marine Atlantic *Caribou II* ferry is progressing satisfactorily and is on schedule for delivery, as was forecast, in 1989.

Might I reiterate that we recognize the importance of marine contracts to the shipbuilding industry in Quebec and reassure the Hon. Member that work on all federal contracts is proceeding on schedule.

CANADIAN PACIFIC RAILWAY—CARRIAGE OF DANGEROUS GOODS—METRO TORONTO SPEED LIMIT

**Mr. Alan Redway (York East):** Mr. Speaker, have you ever seen the movie *Bleve*? I think I may have asked you that

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question in the past, but I am sure I have not asked the Parliamentary Secretary. If Your Honour or the Parliamentary Secretary had ever seen the movie, you would never forget it.

In that movie, Mr. Speaker, the first thing you see is a train derailment. Then you see a huge ball of fire engulfing everything and going up in the air, and suddenly an explosion. Across the screen you see the written words that tell you that the cameraman who took the picture you have just seen was killed by the explosion or the bleve which you have just seen in the movie. The movie is a fascinating but frightening experience. I can promise you, Mr. Speaker, that if you had ever seen it, you would want to make sure that something like a bleve would never happen again. It is an experience you would never ever forget.

A bleve is caused by the derailment of a train carrying hazardous goods. One train carrying hazardous goods was derailed in my constituency of York East on July 14 of this past year. It was a CP train drawn by three locomotives. There were 103 cars on the train. Some 31 freight cars on that particular train on that particular day derailed near the intersection of Don Mills Road and Winford Drive in my constituency. One of the cars on that train, No. 87, was carrying something called vinyl acetate. According to the Environmental Contaminants Act, vinyl acetate is a toxic substance and it is highly dangerous. The fire chief for the City of North York, when his crew investigated the situation and was cleaning it up, said that that the stuff was just like dynamite. He said that if car No. 87 had actually derailed and caught fire it would have been an absolute disaster. He said in addition to that that we would have been looking at evacuating within 2,500 feet in all directions of that car and it would have been something like the Mississauga train derailment of 1979. That is a situation that occurred in my constituency on July 14, 1987.

• (1820)

As you know, Mr. Speaker, and as the Parliamentary Secretary I know is aware, some 60,000 carloads of dangerous chemicals are carried by rail through Metropolitan Toronto every year. Let me emphasize that, 60,000 carloads of dangerous chemicals. The main CNR and CPR tracks are right through the centre of my constituency. In my constituency alone there are approximately 100,000 people who live right next door to those railway tracks. That is not all, of course. Those railway tracks run through the heart of Metropolitan Toronto. There is something like 25 schools right beside the CPR tracks alone. There are senior citizens homes and all sorts of institutions. If anything ever happened in the way of a bleve on that line or those lines with those 60,000 cars of dangerous materials carried every year, there would be a literal incineration of the people living next door to those tracks.

The particular train that derailed on July 14 was travelling, we are told, at something like 35 to 45 miles per hour or 56 to