

*Adjournment Debate*

is the City of Toronto, which has granted the licence to Exodus Link Corporation to operate the centre.

Exodus Link Corporation has co-operated fully with the City of Toronto in meeting its by-laws and has obtained the necessary licence to operate the centre. In fact, the city recently re-examined the centre's permit as a result of local opposition and has maintained its decision. In the meantime Exodus Link officials have continued their efforts to liaise with community members and to reassure them about the presence of the attendance centre.

It is true that members of the community opposed to the centre continue to demand that the centre be put in another ward. However, it is noteworthy that the centre's program is not being challenged.

No one expects the Parkdale residents to adjust overnight to the centre. It is only normal that there are concerns about what the centre will mean to the community. Being mindful of local citizens' concerns and anxieties, the Solicitor General has directed that referrals to the attendance centre by the Correctional Service be reduced by 40 per cent. Moreover, Exodus Link will be monitored closely by the Correctional Service to ensure that the facility is functioning effectively. Further, Correctional Service has agreed to a three-year freeze on any further halfway houses in Ward Two and to follow the guidelines set by the City of Toronto for crisis centres as it has in the past.

Many halfway houses have encountered similar opposition and have come to be accepted when the community found that they posed no threat to it. This was acknowledged in a recent editorial in *The Toronto Star* and *The Toronto Sun*, but acceptance takes time to grow and agencies such as Exodus Link deserve a chance to prove themselves to the community.

I am confident that, over time, the attendance centre will become as much a part of the fabric of the neighbourhood as some 180 halfway houses have become in communities all across Canada.

• (1820)

[Translation]

SHIPYARDS—(A) INQUIRY WHY GOVERNMENT IS DELAYING CONTRACT AWARDS TO THREE QUEBEC SHIPYARDS. (B) INQUIRY WHY CERTAIN WORK HAS NOT YET BEGUN

**Mr. Jean-Claude Malépart (Montreal—Sainte-Marie):** Mr. Speaker, I rise tonight to follow-up on a question which I directed earlier to the Minister of Regional Industrial Expansion (Mr. Côté) about the tragic situation which now exists in Quebec shipyards. For over a year now—by the way that the bush league Member from Lévis, who was shouting earlier, has chosen to leave the House instead of defending the interests of his constituents—workers, business managers and communities have been calling for action on the part of this Government to save Quebec shipyards. Each time, instead of a reply all we get is some kind of promise, which is consistent with the Prime Minister's (Mr. Mulroney) attitude, nothing but lies and promises never fulfilled.

At the Davie shipyards in Lauzon there are hardly 50 to 100 workers there. People there were told four times by the Regional Industrial Expansion Minister and the bush league Member for Lévis (Mr. Fontaine), whose picture has been hanged in effigy out there, that the *Caribou II* ferry would be built for sure. Construction was supposed to start two months ago. Lately, however, people have been told that because Marine Atlantic had changed its plans, *Caribou II* would only be built in September and October 1987. The 3,000 Davie shipyard workers are not even entitled to unemployment insurance any more. They have to rely on social welfare while the Government, the Hon. Member and the Prime Minister (Mr. Mulroney) have one thing in mind: travelling, squandering and patronage.

The same situation prevails at the shipyards in Sorel. Once again, the Conservative Member for that constituency has done sheer nothing. To be honest, I must admit that he had first invited some workers of the CSN, under the presidency of Mr. Lamoureux, to come to Parliament Hill. This Conservative Government once again sent out three or four jumping jacks to greet them and make lots of promises, leading them to believe that they would be given some work, that there existed some plans for them. What happened afterwards? As it turns out, there will be 300 lay-offs at the Sorel shipyard. The Government will have achieved nothing.

What about Vickers, another shipyard in Montreal? The Hon. Member for Hochelaga—Maisonnette (Mr. Desrosiers), him again, gobbled all the promises made by the Minister of Regional Industrial Expansion. Right now, at this very moment, there is not one single marine worker on site at Vickers. Sad to say, Mr. Speaker, those 5,000 workers and fathers, who learned an honest trade as welders or fitters, will not be able to get new training overnight to enter another labour market. They have commitments, families, children in school. Those heads of families are being humiliated today through lack of planning by the Government, and are reduced to apply for welfare. Some will even be forced to abandon their houses because the fact their spouses are working make them ineligible for welfare benefits.

I am anxious to see what the answer of the Parliamentary Secretary will be. Friday, I went to the Lauzon shipyards. I went there to see for myself what was really going on, not only to hear the recriminations and grumbings. Mr. Speaker, I have pictures here which show the exact location of the drydocks, where there normally would be ships and people working on the cranes we can see. The yards are empty, lifeless. Same thing in the three shipyards. And I ask myself whether the Parliamentary Secretary who answers will say that, yes, the construction of the *Caribou* will start in May at the Lauzon Davie shipyards, and that 1,000 to 1,200 workers will be called back. The National Defence contract, under the TRUMP program, for the *Algonquin* and the *Iroquois*... I only have two minutes left, Mr. Speaker... Work on these two ships is going to start in the months ahead and we want to