

normally apply to all pest-control products to be registered for use here in Canada.

In October 1984, Health and Welfare received from Agriculture Canada a data package on hydroprene which lacked several important safety tests normally required for pesticides. In November 1984, the Department advised Agriculture Canada that the applicant should submit the full complement of safety tests normally requested for pesticides. I regret to advise the Hon. Member of this, but so far the Department of National Health and Welfare has received no response to this request.

The Acting Speaker (Mr. Paproski): Order, please. I regret to inform the Hon. Parliamentary Secretary that his time has expired.

[Translation]

TRANSPORT—(A) CONSTRUCTION OF VIA RAIL MAINTENANCE PLANT—GOVERNMENT POSITION. (B) TRANSPORT INDUSTRY'S FRAGILITY IN MONTREAL—GOVERNMENT POSITION

Hon. André Ouellet (Papineau): Mr. Speaker, I thank you for recognizing me this evening. On April 24 last, I asked the Minister of State for Transport (Mr. Bouchard) a question on the report that was made public very recently by the Office de l'expansion économique de la Communauté urbaine de Montréal, which revealed that the transport industry was showing signs of fragility in the Montreal area. I wanted to know the Minister's views on this subject and what the Conservative Government intended to do precisely to solve this problem. The minister's answer was rather odd. In fact, the Minister began to accuse the previous Liberal government of being the source of all the problems faced presently by Montreal. I would say that in other circumstances such totally unfounded claims would be funny. But considering the difficult economic situation in Montreal, the high unemployment rate in the transport industry, I think the Minister should look at his files and make a much bigger effort to help the Montreal area.

I would remind him that the transport industry is absolutely essential to the economic health of Montreal, according to the chairman of the executive committee of the City of Montreal. As a matter of fact, the report I mentioned earlier says that in the area of labour, of employment alone, maritime, railway and air transport companies produce what amounts to 69,411 person years in terms of global impact.

The Minister of State seems to think that the previous administration did not do much in the area of transport in Montreal. I will remind him very briefly that a Liberal administration equipped the Port of Montreal with the adequate and modern facilities it has presently, which enable it to be the most important container port in Canada, if not in North America. It was also a Liberal administration which a few years ago purchased Canadair from the American company General Dynamics for some \$46 million at the time, which was a fairly large amount of money and which enabled

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that company to remain in business. That move enabled thousands of workers of the Montreal area to continue to earn a decent living at Canadair. It also enabled the company to develop, in the Montreal area, water bombers which are used not only in Canada but all over the world, and to develop a very sophisticated and very important airplane, the Challenger.

● (1820)

I could mention the efforts made by our government to help the Bombardier company to purchase the required technology to sign substantial contracts for the construction of the New York and Mexico subways. It is our government which helped some companies such as Pratt & Whitney, Paramax, CAE in the Montreal area to get important contracts in the aeronautic and aerospace fields. Moreover, it was the Liberal government which supported the research of SPAR Aerospace which developed, as you know, the arm used on the American space shuttles. That is a great honour for Canadian technology.

This a series of achievements of the former government which the Minister of State seems to forget.

Finally, I would like to remind the Minister of State that his record is far from wonderful as far as Montreal is concerned. He was the one who announced that the Air Security Board would be moved from Montreal to the National Capital region. He was the one who told us that the construction of a maintenance centre for VIA Rail in Montreal would be indefinitely postponed. He was the one who told us that the trains needed by VIA Rail would not be purchased from Bombardier but from General Motors. And finally, he was the one who announced that the construction of frigates by Marine Industries in Sorel, in the Montreal area, was cancelled.

Now I respectfully submit to the Parliamentary Secretary who will answer me to convey those comments to the Minister of State so that he may become a little more considerate of the aspirations of Montreal.

Finally, I will quote journalist François Roberge who said:

With respect to another issue, that of Mirabel and Air Canada, the Minister of State for Transport, Mr. Benoît Bouchard, has also raised misleading if not vicious arguments to justify his future inefficiency to keep in Montreal the remains of the important air transport industry of Quebec—

It is inexcusable of the Minister to show his ignorance of matters under his responsibility while giving up on the issue of the Quebec aeronautic industry which, at first, he attempted to defend—

Mr. Speaker, such is the subject matter of my comments. I appeal to the Minister of State to listen a little more carefully to the demands of transport workers in the Montreal area.

[English]

Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Transport): Mr. Speaker, sometimes I have to wonder just where it is that the Hon. Member for Papineau (Mr. Ouellet) is coming from. He well knows that the Government is faced