

*Adjournment Debate*

First, I point out that as far as the Hawker Siddeley corporation is concerned, Sections 261(b) and 262 of the Railway Act—and I asked the minister to bring this to the attention of his colleague, the Minister of Transport (Mr. Pepin)—requires or stipulates that railways must furnish adequate and suitable accommodation, that is to say rolling stock, for carrying of traffic.

CN has hardly been operating without a profit within the last year or so. A simple directive to CN stipulating that it use some of its profit to purchase some rolling stock from an industry such as Hawker Siddeley would be in the national interest. It has recently given its usual order of 88,000 tonnes of rail to the Sydney Steel Corporation. That order could very easily be expanded, in the same ways, to this industry which is already in dire straits. Despite the fact that for a change it is being well-managed and has received substantial help from the federal government, it requires more assistance, and at the present time CN has the capacity to order more rail. Certainly it has the capacity and obligation to provide more rolling stock which could be purchased from a very suitable corporation; that is to say, Hawker Siddeley.

There is another source of revenue which I believe is available, provided the legislation were changed to make it possible. As Mr. Speaker will recall, several years ago when Don Jamieson was minister of transport, the Maritime Pollution Claims Fund was set up. At the present time there is around \$50 million in the fund. There has never been a significant drawdown from it, and, indeed, I believe insurance companies have furnished much of the funds which were used to take care of any marine disasters.

In Korea at the present time offshore supply vessels are being built, thanks to the policies of Korea and the lack of policies of our government, for use in the Atlantic region of Canada. In all seriousness I ask, why not take \$10 million or \$20 million of that \$50 million presently in the Maritime Pollution Claims Fund and use it to subsidize, to some extent, the construction of vessels which will be used in east coast oil exploration, so that shipyards all the way from Lauzon to Marystown, Newfoundland, will receive the benefit of the construction of these types of vessels. They are ideal, for example, for Halifax Industries Limited or Ferguson Industries Limited, to name two important shipyards in Nova Scotia. Instead, what is happening is that Husky Oil and Federal Commerce are having these ships built offshore. They are doing it to the detriment of the shipyards in our country which badly need the work.

I am sure the Minister of Industry, Trade and Commerce has had this matter brought to his attention, but I want to draw his attention to an aide memoire which I will be very pleased to give to him, if he does not have the information. It was prepared for me by the Canadian Shipbuilding & Ship Repairing Association on March 8. I sent Mr. Henry Walsh a copy of the urgent letter which I sent to the minister. The same minister has not replied to my letter or my request for a meeting about Hawker Siddeley. I asked on an urgent basis that we talk about some way to promote shipbuilding—on the

east coast. Mr. Walsh pointed out a somewhat shocking statistic:

Importing companies tend not to publicize their offshore purchases. However, the CSSRA by reviewing the foreign technical press has identified close to \$1 billion worth of foreign purchases by Canadian companies over the last 18 months.

The government and the minister have stated in the past that they will bring a new dimension to regional development and that they will place greater emphasis upon the industrial side to help industry which has a proven capacity for domestic as well as export production. I remember the minister telling me via satellite from Ottawa, when we were conducting an information program on the CBC, what he was going to do for the maritime region to help industries. The minister has done the square root of nothing so far. Some of us were alarmed at the tendency of this minister when he was minister of industry, trade and commerce to spend a minuscule amount of his budget on the eastern part of Canada. We were hoping when he was given the opportunity of regional expansion, the old DREE portfolio, that he would put that tendency aside and do something meaningful to develop industry in Atlantic Canada, but those of us who were hoping he would turn over a new leaf, as it were, have been very disappointed so far.

● (2215)

I noted today in response to my colleague, the hon. member for York-Sunbury (Mr. Howie), the minister stated there were certain good things he was doing or about to do. I urge him tonight to take a very close look at what is required to save three important industries in Nova Scotia, namely, ship building, steel production and railway car production.

**Mr. David Berger (Parliamentary Secretary to Minister of State (Small Businesses and Tourism)):** Mr. Speaker, on behalf of the minister I wish to acknowledge receipt of the letter to which the hon. member has made reference. Indeed, the minister has been giving considerable attention to its contents. I also acknowledge the additional comments made by the hon. member this evening. I can assure him that the minister will give his utmost attention to this matter and I will personally undertake to ensure that the minister is made aware of the hon. member's concerns.

The importance to the economy of Nova Scotia of the Sydney Steel Corporation and the Hawker Siddeley (Canada) Ltd. works in Trenton is undeniable. The federal government, through a cost-sharing subsidiary agreement with the province of Nova Scotia, is engaged at the present time in a \$96 million program to modernize the facilities at the steel plant, the first phase of such a program. A firm of project management consultants has been hired and contracts are shortly to be let for blast furnace design and rolling mill design. Discussions are currently under way with the Minister of Transport (Mr. Pepin) on the possibility of expediting rail orders by Canadian National. The minister is confident that this can be done since rail quality problems, which seem to have occurred in the past at SYSCO, have been overcome at the present time.