

Adjournment Debate

can get the language training they require in order to get into the workforce if they so choose.

The trend line shows that in 1983-84 there were 2,942 seats available to refugee women. In 1986-87 there were 3,911 seats available. That is a 30 per cent improvement. I hope the Member will accept the fact that the Government is doing what it can to improve the lot of refugee women and immigrant women in order that they can get the language training necessary to participate in the workplace.

[Translation]

SHIPYARDS—DELAY IN RESTRUCTURING INDUSTRY IN QUEBEC/
REQUEST FOR CLARIFICATION CONCERNING FRIGATES

Mr. Jean-Claude Malépart (Montreal—Sainte-Marie): Mr. Speaker, this is further to a question I asked in November 1986 about the problems of Quebec shipyards, and now, a year later, Mr. Speaker, the issue has yet to be dealt with. I mentioned at the time that the Conservative Government had promised the Quebec Government that it would purchase two shipyards. As we know, the Quebec Government owned Marine Industry in Sorel and Versatile owned the Davie Shipyard in Lauzon and Vickers in Montreal. Because of the problems faced by the shipyards, the incompetence of the Conservative Government and the lack of a useful policy, Versatile is now bankrupt and was unable to meet its commitments.

The Conservative Government, through the Minister of Supply and Services (Mr. Côté), who was then Minister of Regional and Industrial Expansion, asked the Quebec Government to acquire, through Marine Industry in Sorel, the Lauzon Shipyard in Quebec and the Montreal shipyard, and in return, promised to grant large contracts and to see to it that the Federal Government would become a major customer of the three shipyards. This would have put back to work the 5,000 workers of the industry who were then unemployed.

One year later, Mr. Speaker, the position is still the same and there is still uncertainty. The shipyards in both Quebec and the Atlantic provinces are affected. We know that Quebec and St. John shipyards are still waiting for a decision on the frigate building contracts.

I believe that it is important to recall that, in 1983, the Liberal Government, to ensure that all shipyard workers in Canada would have jobs, promised to give overall control to the St. John Shipyard in New Brunswick and guaranteed that three frigates would be built by the St. John Shipyard and three frigates by the Quebec shipyards. To ensure that one and a half frigate would be built in Montreal and one and a half in the Sorel shipyard and to ensure that the Quebec City workers in Lauzon would have jobs, the contract for repairing four destroyers under the TRUMP Program was awarded to the Lauzon shipyard.

Mr. Speaker, in 1984, disaster struck. The frigate which was to be built in Montreal has been transferred to the Quebec City shipyard. There is now a dispute with the Sorel shipyard

about transferring the other frigate which was to be built in Sorel to Quebec City. The Government has taken away from Montreal shipyards two ships, two TRUMP destroyers, which it is intent on giving to Atlantic Canada since it is a very well known fact that the Federal Government would like to award the contract for all six frigates to St-John's shipyards.

• (1810)

Mr. Speaker, I suggest it is not only the Hon. Member for Montreal—Sainte-Marie who objects to this kind of attitude and who would like the Parliamentary Secretary to provide some answers. In this morning's issue of the *Le Devoir* newspaper . . . I never thought a year ago that I would still be dealing with this today. I have here an article from the *Le Devoir* referring to a letter from Michel Côté to Daniel Johnson, under the following headline:

Ottawa had promised "huge contracts" for Quebec shipyards

All those who know Daniel Johnson, the Quebec Minister of Industry, recognize that he is rather a non-partisan moderate man and, among Quebec Liberal ministers, he does not really stand out as a staunch liberal because of his background, his own father having served as Quebec Premier under the National Union banner. And for such a man to accuse the Federal Government, the Quebec Federal Ministers in Ottawa, of not meeting their commitments, and I can tell you he came down quite hard on the Minister of Employment and Immigration (Mr. Bouchard), the Minister of Energy, Mines and Resources (Mr. Masse), and the Minister of Regional Industrial Expansion (Mr. Côté) who have failed to honour their commitments to Quebec shipyards.

What matters, Mr. Speaker, is not only the question of the industry itself but also the question of manpower, the 5,000 workers. All decisions made by this Government over the past three years clearly show that it is intent on starving the Quebec shipyards. First there is the lack of decision concerning the sharing of the work. Second, the then Minister of Regional Industrial Expansion considered the Atlantic Provinces and decided that from then on any ship repair contract under \$5 million would be awarded without tenders. Mr. Speaker, they even played around with some of the projects: an \$8 million contract would be split and awarded so as to give preferential treatment to shipyards located in the Atlantic Provinces, to the detriment of Quebec shipyards.

In another decision the Minister said: Listen, in Quebec the seaway is frozen, there is no navigation, so we will not seek to obtain bids from St. Lawrence shipyards in Quebec. There again pressure had to be applied to have the decision reversed. And recently, they said that so-called trimming and short-term repairs have to be done in a ship's home port which means none of the business will come to Quebec.

Mr. Speaker, all Quebecers, including the Government of Quebec, are outraged at the attitude taken by the Conservative Government. If Mr. Bourassa trusts this Government on free trade, I have the impression he is going to get the same