

who buy textile and clothing, leather goods and shoes made in Quebec could buy these same items from Hong Kong, South Korea or elsewhere at a much better price. But, Mr. Speaker, as I have said previously, the very essence of Canadian federalism is sharing. That is why we want all Canadian consumers to help protect these industrial sectors which provide Quebec with many jobs. To prevent members of the Parti Québécois from claiming this is economic terrorism or lies, and to avoid a repetition of the Premier of Quebec's statement this morning on Radio-Canada that Quebec federal MPs in Ottawa are all damned liars, I wish to quote from one of the studies the Parti Québécois itself published in 1980, the Bonin report, entitled: *A propos de l'association économique Canada-Québec*. Mr. Speaker, I am quoting from pages 417 and 418 of this report:

Shipments from Quebec to the rest of Canada originate mainly from the labour-intensive industries to which special customs tariffs are applied: food and beverages, leather, textile, hosiery, clothing, furniture. These industries are largely dependent on the Canadian market and, as is to be expected since they need special customs tariffs to survive, they do not export very much outside Canada. Should the Canada-Quebec association take the form of a free-trade zone, part of the Canadian market could be lost to some Quebec firms since Canada, in retaining its own trade policy with respect to third-party countries, would be free to shop elsewhere if conditions are more favourable.

One other point is worth raising for it could also in the short term leave Quebec with less room to manoeuvre. If these highly protected industries are labour-intensive industries (and this is possible even though they could be called "low wage" industries), it follows that a liberalization of international trade in these sectors would be detrimental to workers employed by them unless transitional measures are provided which also include adequate compensation.

It is not only the traditional sectors of the Quebec economy which benefit from being part of Canada, Mr. Speaker, and I would now like to refer briefly to the shipbuilding industry. Two weeks ago when I attended the launching of two ferries in the Marine Industries shipyards of Sorel, I once again had reason to feel indignant. In his speech, the Quebec transport minister stated that Quebec was not getting its fair share of shipbuilding contracts because the federal government prefers to grant subsidies to the other provinces.

Mr. Speaker, I am seriously starting to wonder if our separatist opponents are capable of reading statistics correctly and if they do not suffer from some kind of paranoia toward the federal government. If one examines what happened during the last 18 years, from 1961 to 1979, one can see that grants and subsidies contributed by the federal government for shipbuilding have amounted to \$625 million for Canada as a whole. Out of this amount, Quebec received \$223 million which represents more than 36 per cent of the total and out of these \$223 million Marine Industries of Sorel got nearly half or \$102 million. So, Mr. Speaker, when I hear people like the Quebec transport minister say that other provinces have always enjoyed preferential treatment for subsidies to shipyards, to say the least I think they are using certain figures and statements which contradict reality.

Mr. Speaker, when we look at the contracts awarded by the Department of Supply and Services for naval repairs or alterations in 1978-79, we see that these contracts totalled \$38.1

million for the whole of Canada. Quebec's share of this amount was \$32.2 million, or 84 per cent of all contracts. And yet, Mr. Speaker, some people have the audacity to tell us that Quebec is the poor cousin in Canada and that the federal government gives it nothing. I find this attitude quite unacceptable and it revolts me as a Quebecker and a Canadian.

Aeronautics is another sector where Quebec is far from lagging behind the other provinces. Indeed, Mr. Speaker, more than 46 per cent of the entire aeronautic industry is centred in Quebec and creates employment for about 20,000 Quebeckers. And the federal government is certainly partly responsible for this favourable situation in Quebec. You will recall that in the early seventies, when this sector of the industry was going through a difficult period, the then minister of industry, trade and commerce, the hon. Jean Chrétien, urged the federal government to purchase the Canadair plant which at the time was employing 1,500 people. Nine years later, Mr. Speaker, Canadair employs over 6,000 people, which is due in part to the Challenger program which was heavily subsidized by the federal government.

Mr. Speaker, I have already said a few words about the textile, the shoe, the leather and the clothing industry, and about shipbuilding and aeronautics, which are all important sectors of the Quebec economy. However, there is one sector to which I would like to address myself more particularly and which concerns our very roots in this Canadian nation, and I am of course speaking about the agricultural sector. If there is one sector, Mr. Speaker, where the concepts of sharing and generosity apply, it is in agriculture.

One of the criticisms we hear most often is that federal agricultural policies have been more favourable to westerners, and to the detriment of easterners and especially Quebeckers. However, certain basic facts are being forgotten, Mr. Speaker. We have only to recall that western Canada has 89 million acres under cultivation compared with six million in Quebec. As for farm workers, they represent only 5.6 per cent of the work force in Quebec compared with 17 per cent in the prairies.

Although the potential of farm land in Quebec represents only 6 per cent of the total for Canada, Mr. Speaker, it is interesting to note that 13 per cent of all employees of the federal Department of Agriculture are stationed in Quebec. And although this farm potential is relatively small compared with the whole of Canada, Quebec receives a substantial share of federal agricultural programs. These programs tend to reflect the importance and the peculiarities of our various regions. For instance, we can mention the crop insurance program under which \$10 million were paid to Quebec farmers between 1973 and 1978. The Federal Farm Credit Corporation has also helped Quebec farmers to a great extent, and for the sole fiscal year 1975-76, the federal government approved 1,116 farm loans to them, for a total of some \$85 million.

The Address—Mr. C. Lapointe