

The Acting Speaker (Mr. Charest): The Hon. Member for Saint-Jacques (Mr. Guilbault) will second the motion, and I declare the motion lost.

Motion No. 13 negatived.

The Acting Speaker (Mr. Charest): As was stated by the occupant of the chair when he gave rulings on the motions before the House, at this time the Chair is ready to hear Hon. Members present procedural arguments on Motions Nos. 7 and 11, if there are any.

I presume there is no argument. They have been declared out of order and therefore remain so.

[Translation]

At this point, the House would normally proceed with the deferred recorded division on the report stage of the Bill now before the House. However, pursuant to Standing Order 13(3), the recorded division is deferred until Wednesday, June 25, 1986 at 6 p.m.

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MARINE ATLANTIC INC. ACQUISITION AUTHORIZATION ACT

MEASURE TO ENACT

The House resumed, from Tuesday, June 17, consideration of the motion of Mr. Mazankowski (Vegreville) that Bill C-88, an Act to authorize the acquisition of Marine Atlantic Inc. and to provide for other matters in relation thereto, be read the third time and do pass.

Hon. André Ouellet (Papineau): Mr. Speaker, I welcome this opportunity, at the third reading stage of this Bill, to state on behalf of the Official Opposition, the Liberal Party, that we support Bill C-88 and will vote for this legislation which provides for changing the name of CN Marine, which for all practical purposes is already a Crown Corporation controlled by Canadian National, and making it a separate and distinct Crown Corporation, from now on to be referred to as Marine Atlantic Inc.

The announcement by the Minister of Transport (Mr. Mazankowski) to this effect has been favourably received by all concerned, and my colleagues from the Maritimes, who have had a chance to express their views in this respect, have emphasized the the new corporation's potential for developing the tourist industry and the economy of the Atlantic region.

The ferry services provided by Marine Atlantic for the people of Newfoundland and Prince Edward Island are very important, in any case, because they provide vital links to all parts of Canada. And we know how important marine transportation can be for the development of these two provinces.

We also know that Nova Scotia is linked to the United States through maritime transport services provided by this

Atlantic Marine Inc.

company. When company officials appeared before the Standing Committee on Transport last week Liberal Party Members asked the management to make sure that in the future the service is regular, reliable and geared to the economic development of all Maritime provinces.

In concluding, Mr. Speaker, I want to say that we support this Bill and that we have no objection to its speedy adoption.

Before resuming my seat, however, I cannot help recalling that, when the company bought a boat, the Conservative Government made strong representations to the company which was awarded the contract—namely the maritime company Versatile Davie Shipyard which operates the Lauzon shipyards—and asked company President Pierre-Paul Saunders to promise that, in exchange for this contract awarded to the Lauzon shipyards, he would rationalize his shipyard operations in the province of Quebec.

Now, Mr. Speaker, we know that Versatile Vickers has two shipyards, one in Lauzon, the other in Montreal East. In all decency, how can the president of a company which operates two shipyards in this province be told to rationalize his operations, or else his contract will be cancelled?

I asked this question to the president of Marine Atlantic Inc. when he appeared before the transport committee: Were you party to this underhanded deal? And the President assured me that had not. As far as he was concerned, all he was interested in was to have a ferryboat similar to the *Caribou*, a second *Caribou*, which would make it possible for his company to provide a proper service.

I feel the Government has acted unfairly by taking advantage of Marine Atlantic's need for a ferryboat and to use this contract to exert undue pressures on Versatile managers to cause them to choose between their operations in Montreal and in Lauzon.

It is clear that the Conservative Government is not interested in fulfilling the promises which the previous Government had made to the shipyard workers in Montreal East. I find this totally indecent and I could not help mention it when dealing with this bill to authorize the acquisition of Marine Atlantic Inc. or rather to make it a Crown corporation totally independent from the parent corporation, the Canadian National Railway Company.

I know that shipyard workers in both Montreal and Sorel are quite concerned about these secret manoeuvres of the Conservative Government to impose the rationalisation of operations in Quebec, which will probably result in the closing of one or two Quebec shipyards.

I denounce such an attitude. I find it shameful and the Conservative Government should never in the future use the contracts granted through Crown corporations to lay off workers, and the term is not an exaggeration, since this is what it has done in the case of the Quebec shipyard workers. This is what the Conservative Government is trying to do in an