

The Address—Mr. Crouse

traditionally maritime countries, international maritime standards and seafarers national wage levels and working conditions.

Because of their tax-free and almost total lack of government supervision they are given trade advantages over the ships of maritime countries. At the end of 1956, there were 1,420 ships registered in Liberia, Panama, Costa Rica and Honduras, with a total tonnage of 11,305,000 tons, which represents 11.5 per cent of the world tonnage. The increase in 1957 looks as if it will be more than 2 million tons. In fact, 20 per cent of the world's new shipping presently building is for these flags.

Because these registered ships carry such a large proportion of the world's cargoes the result is a reduction in net shipping earnings in the maritime countries. If national merchant navies are to be preserved, let alone expanded, the matter should be dealt with on diplomatic and legislative levels. The governments which are members of NATO should give support to the calling of a conference of the representative countries for the purpose of convincing these governments that their present negative attitude or open encouragement of these policies is unfair and harmful to all. Such policies, therefore, should be terminated.

We have spent large sums, over \$300 million, of the Canadian taxpayers' money to provide the St. Lawrence seaway. Was this to provide a water route for foreign shipping only? I think not, Mr. Speaker. We have the shipyards and the men and during the war our merchant navy was counted as the fourth arm of the service but in spite of this our merchant navy has dwindled to ten ships. In my constituency, and throughout Nova Scotia, a large number of people make their living by building and repairing ships of all kinds, steel as well as wood. Today we see our fish drying flakes rotting along our shores. Is this to be the fate of our shipyards?

Let us examine the problem. No one will deny that we build the finest ships in Nova Scotia, comparable to the ships built anywhere in the world. Our seamen are unsurpassed by any that ever stood a watch. In 1789 when one of the oldest companies in Canada, Zwicker and Company of Lunenburg, were starting in business, and in the years that immediately followed, Canadians built the ships that caught the fish; built and manned the ships that delivered our fish and lumber to foreign markets, and at wages comparable with the earnings in other industries.

Then, a gradual change took place. The unions took over the affairs of the labouring

classes including those of the seamen on cargo carriers. A debatable hourly wage was instituted, certain regulations pertaining to shipping were passed, and all of these things were upheld by the government. Today, as a result of these regulations and the high wages demanded because of our high living standards, we are unable to maintain our own fleet of cargo carriers and must depend on foreign shipping to carry our commerce.

What of the men in Nova Scotia, and throughout Canada, who like to work at shipbuilding? What of the men who love the sea, who love to roam her vast expanses in preference to a job ashore? Are we to destine them to a landlubber's life because this nation is not maritime minded enough to provide them with a ship which will carry the products of our own industries? Look at our Canadian coastline and envisage the possibility of trade on the Atlantic and Pacific coasts. I believe you will agree that it is way past the time when this matter can be ignored. It is a time for action, for sober thought, in regard to the future of our merchant fleet and seamen.

Few Canadians know that, in the days of wooden ships and iron men, Nova Scotia had more shipping per capita than any country in the world. It was the ambition of every Nova Scotia boy to become a sea captain. Many of them did and seven became admirals. Nova Scotia sent her best men to the sea as privateers, as traders, as fishermen and the sea gave up her riches to this maritime province. Nova Scotia seamen were great because they knew their craft. They not only sailed their ships but built them. They knew every stick of wood, every square inch of canvas that went into them. Today, the only impetus to maritime shipbuilding is in the realm of building pleasure craft. In the event of another war, the Royal Canadian Navy will have to call again on the merchant navy for trained personnel.

From the viewpoint of the Atlantic provinces, it is of the utmost importance to our economy that trade with the British West Indies be improved, and to carry that trade a larger, more modern and better equipped fleet than we have at present is required. It is hoped that Canada will, in the future, import more citrus juices from the West Indies. This will provide the West Indies with more Canadian dollars with which to buy our fish and wheat. In my opinion, in order to re-establish a Canadian merchant marine it is necessary for Canada to form a definite marine policy under which owners