

The same thrust is suggested in *The Gazette* of March 30. It quotes the Canadian Chamber of Commerce as follows:

● (1630)

We welcome the March 28 energy agreement because it sends a positive signal to all investors about the Government's willingness to consult, to work with industry and the provinces, and to rely upon the market forces. We believe that all Canadians will benefit not only from the resulting revitalization of the energy industry, but also from the reverberations this will have throughout the economy.

I quote a *Calgary Herald* editorial:

Canada is the winner.

The Edmonton Journal states this is a good deal. It's taken some time, but it's a good deal.

The *Halifax Chronicle-Herald* states that Canadian rigs are trickling back home. That is a good sign. The *Calgary Herald* of March 6 indicates that drilling crews are smiling now. The drilling fleet's employment rate fell on average 61 per cent in 1981, slumped more to 49 per cent in 1982, dove to less than half the boom time high to bottom at 39 per cent in 1983 and struggled back to 50 per cent last year.

We now have a revitalization in the energy sector. Those jobs that are being created through exploration and development activity are going to be a boon not only to western Canada but, indeed, to all regions of the country.

I will not go into the details of the Accord; the Accord clearly speaks for itself. It is clearly another example of this Government acting on and addressing those major and very important basic industries which can provide the kind of growth, wealth and the potential for jobs, not jobs on a temporary basis but jobs on a permanent basis.

The tourist industry is another of our basic natural strengths. We have a \$2 billion tourist trade deficit in this country today. In 1972 we had over 5 per cent of the world trade in tourism. Today we are down to 2.7 per cent. We recognize that there are more than 100,000 Canadian businesses involved in the tourist industry. We recognize that this is a very important industry which we must utilize. It can be used as a wealth generator and a generator of jobs.

During the course of this past Liberal Government, our world trade fell from 6 per cent in 1968 to under 4 per cent in 1984. I could go on. I talked about the agriculture sector. I could talk about the small business sector.

In the course of the last four years of the previous Government, many small businesses were decimated; 80,000 closed their doors in 1981 alone and 750,000 jobs were lost. Bankruptcies averaged about 50,000 per year. Over 100,000 individuals went bankrupt during that period of time.

I could go on and talk about the fisheries industry, the forestry industry and the mining industry. They are really all the same. This Government neglected those basic industries, those industries which generate wealth, jobs and direct and spin-off economic activity. This Government has a mandate for economic renewal and national reconciliation.

The Hon. Member for Winnipeg-Fort Garry, who sponsored this motion, has been criticizing us for not consulting enough.

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A couple of months ago they were criticizing us for consulting too much. One of our major challenges is to put our economic house in order and to establish a climate of growth and confidence so that jobs can be created.

Here is a report card. Unemployment declines. The unemployment rate has fallen from 11.6 per cent in September to 10.9 per cent in April and 201,000 new jobs have been created. Interest rates have fallen from 12.38 per cent on election day to 9.93 per cent on May 9. Business confidence grows. Business confidence rose in the first quarter of 1985. The latest Conference Board survey of business attitudes and investment spending intentions indicated a growing confidence in Canada's short-term economic prospects. Consumer spending rises. Consumer spending is rising and that is good news for retailers. Retail sales climbed by 4.3 per cent in the six months following the election. Manufacturing orders are rising. New orders in manufacturing rose by 5.3 per cent between September and February. Price stability returns. The inflation rate in March was 3.7 per cent. The Consumer Price Index has been at or below the rate of inflation in the United States for the past six months. Farm cash receipts are starting to rise. The value of farm cash receipts in the first two months of 1985 was up by 9.5 per cent over the same period last year. Exports are rising. Exports rose by 11.2 per cent in the first quarter of 1985 relative to the same period in 1984. What about bankruptcies? Bankruptcies declined. In the first quarter of 1985 business bankruptcies were down 16 per cent from the first quarter of 1984, consumer bankruptcies were down 21 per cent, farm bankruptcies were down 10 per cent and total bankruptcies were down 20 per cent.

What a report card. Those are the facts. That is where we are at today. Then we have a silly motion like this suggesting that things are not improving. It is very clear that our policies are indeed working. It will take a little time, a little hard work and co-operation, but we are seeing the results in the evidence I just quoted.

I would like to turn briefly to transportation. The transportation policies that we announced during the course of the election campaign were very important. As I said, in most cases most of the issues have been acted upon. For example, we are working on a new revised National Transportation Act which will be put in draft form by the end of June.

On February 27, the provincial Ministers and I signed a memorandum of understanding that will provide for a greater degree of ease of entry, the elimination of rate setting and a more harmonious regulatory regime throughout Canada with respect to extra-provincial trucking. We are looking at ways and means of creating more inter and intramodal competition within all transportation sectors. We have asked the CTC to examine ways and means of freeing up the railway system. We have asked them to examine the effects of the Staggers Act in the United States, and the effect that may have on domestic transportation in Canada.

An aeronautics Bill has been introduced, C-36. It is currently before the committee. Amendments to the Western Grain Transportation Act have been introduced. That Bill is before