

The Address—Mr. Crouse

understand the delay and expense in establishing the *Bluenose* ferry service and its construction outside of Nova Scotia, a province famous for generations as shipbuilders, and why it was berthed in the United States over night rather than at Yarmouth, Nova Scotia. It was bought with the Canadian taxpayers' money and it was felt that any industry accumulating from this operation should accumulate to the benefit of Canadians. It was felt that these items and the indifferent attitude to costs generally taken by the former government contributed to the inflation which was creeping throughout Canada. To these thrifty people inflation meant a lowering in value of their hard earned income and their savings, and so a change in government was inevitable.

May I express a further thought on inflation and our many problems. When the hon. member for Bonavista-Twillingate spoke yesterday he questioned what the government was doing about these many problems and, in fact, we hear many hon. members on the other side of the house question when we intend to implement our election promises. Well, Mr. Speaker, I would remind the opposition that we inherited a rather leaky ship of state from the Liberal government. When the leaks became apparent, the ship was passed over to us by the Canadian people. All Nova Scotians know that when you secure a 22-year-old ship that did not receive the best of care it must first be hauled out, the barnacles removed, the worm holes plugged, then scraped clean, caulked and painted. Next the rust and corrosion of 22 years must be pounded free throughout the whole ship and the engines and rigging must be given a thorough overhaul. Finally, a new captain and crew must be instructed in its operation.

All this is necessary before a voyage is planned and, depending on the condition of the ship, will take from six months to a year. I am sure the hon. member for Bonavista-Twillingate realizes this is true for he owns a schooner. I submit to you, sir, that the Conservative government is in this position today and we have a major refit on our hands in this Canadian ship of state. In the meantime we are effecting some emergency repairs and in due course I am sure the government will arrange a suitable voyage for everyone.

There is no doubt in my mind that the present government is doing the best it can at this time. I see no evidence in any department that they are not trying to do a good job, and as elected representatives of the

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various constituencies it is our responsibility to assist the government in every possible way.

With this thought in mind, I should like to say a word at this time about our merchant marine. Engraved in stone over the main entrance to the parliament buildings are these words:

The wholesome sea is at her gates,
Her gates both East and West.

At this, our inland capital, these words serve to remind those who make the laws of this great nation that their community begins at the sea and grows and prospers as seafaring men in ships carry its commerce. Behind the seamen, giving them the tools of their trade, are the shipyards turning the inanimate products of the forests, mines and factories into the ships that keep business moving and growing.

For more than two centuries the commercial shipyards of this country have been sending out ships able to withstand the buffeting of the seven seas or designed with skill to meet the special needs of shippers in Canada's inland and coastal waters. The building and repairing of ships is the oldest of Canada's manufacturing industries. Canada's present-day shipbuilders have moved in step with changing and exacting demands of a mechanized age and are producing steam-powered ships, oil burners, giant tankers, diesel fishing trawlers and rugged icebreakers to penetrate northern waters as Canada pushes back her last frontier.

However, since the end of world war II shipping circles in the maritime countries have been watching with apprehension the increasing amount of merchant tonnage registered in Panama, Liberia, Honduras and Costa Rica, countries which hitherto had no interest in shipping matters. The reason for this attention is that all concerned know that ships registered in these countries are operated virtually tax free. The governments concerned give neither supervision, control nor regulation to the ships. The owners are not nationals of and have no connection with the country of registration. The crews are non-nationals of the registering country. There are no collective agreements providing minimum crew wages or working conditions in these countries. There are no labour relations providing safeguards for crew members. In fact, almost everything most valued in traditionally maritime countries is absent.

The combination of all these factors brings about the situation that ships so registered are a menace to the traditional merchant navies, the national economies of