

*Supply—Fisheries*

not been fooled by the double talk of the government. Their resolution reads:

—that top priority be given to an immediate conclusion to negotiations and declaration of an exclusive fishing zone from a straight base line drawn headland to headland on Canada's Pacific and Atlantic coasts and in an area measuring 12 miles to seaward of that base line.

I ask you, Mr. Chairman, is it any wonder that parliament has fallen to a low level in the eyes of the Canadian people? I submit it has a long road to travel before its esteem will be restored if politicians continue to practice deceit and deception as evidenced in the 12-mile limit legislation.

I would now like to refer to another matter. In our newspapers and magazines we are confronted fairly regularly with advertisements by the Department of Fisheries in Ottawa, signed by Hon. H. J. Robichaud and Dr. A. W. H. Needler, deputy minister, headed "Operation Tuna—A Dramatic Experiment." I read the following from one of the advertisements:

The largest fishing vessel to be built on this continent, using what may be the largest purse seine net anywhere, will soon be ranging the world's oceans for tuna.

It is all part of a dramatic experiment that could be the beginning phase of a new and prosperous tuna fishing industry. The special project, sponsored by federal and provincial government agencies in co-operation with owners and operators, began in 1963 with promising results. In five short trips, two 92-foot New Brunswick built vessels, using huge seine nets, landed 700,000 lbs. of tuna—almost equal to the total Canadian catch of the previous year.

A new vessel, 168 feet long, with a capacity of 750 tons, will use a net 3,300 feet long and 420 feet deep (big enough to encircle the largest ocean liner). Aircraft will be used to spot the schooling tuna and direct the crew in shooting the net.

"Operation Tuna" illustrates the degree of co-operation possible between government and private enterprise in the development of new methods and equipment. Tuna constitutes one of the world's great ocean resources. The potential of this venture is enormous.

For the last one, if not two seasons, Mr. Chairman, the two seiners referred to in this advertisement have been fishing off Nova Scotia for herring. I believe that the other ship referred to is, from the dimensions, the *Golden Scarab*. The *Golden Scarab* was built at Lauzon, Quebec, in 1965, was registered at Halifax under the Canadian flag, and her construction was subsidized by the Canadian government. On her first voyage she carried a Canadian crew but the catch was landed at Ensenadas, Mexico, and at that time all the original crew members who did not quit were laid off. The ship's officers were replaced by

[Mr. Crouse.]

Americans and the deckhands by Mexicans or Costa Ricans. The ship was built for the Canadian Tuna Corporation, and at the time of its construction there was considerable speculation over the development of a new tuna processing industry in Nova Scotia. However, according to the information provided to me, this ship has not landed any of her catch in Canada and is not complying with the terms and regulations laid down by the Canadian Maritime Commission or the federal Department of Fisheries relative to the assistance received in the form of a Canadian subsidy toward the construction of the ship.

I buttress that statement with a letter from a former Lunenburg resident who is now in command of the oceanographic ship *Vema*, who wrote to me from Cape Town as follows:

I noticed on one occasion that you questioned something about the tuna seiner *Golden Scarab* . . . I visited this fine vessel in Balboa last year. At that time she had an American captain and mostly a foreign crew and she was in such a terrible state of neglect and disorder, these conditions of crew and vessel represented to me a great example of unregulated use of taxpayers' money . . .

Of course the owners' argument is that they cannot find Canadians to fill the berths and willing to make long voyages. I cannot believe this. Neither do I believe that our own fishing captains and crews cannot learn this type of fishing in a very short time. It is a very lucrative type of fishing and knowing our men very well I think that our people would take it up if given the proper encouragement.

I am sure we will see the day when our Lunenburg fishing interests will be forced to acquire and operate larger and more far ranging vessels and now is the time to make a start in training a small corps of young men as masters and crew by having them serve in those few existing large tuna seiners now flying the Canadian flag and using foreign crews.

I am not charging the minister with the responsibility for what has happened to the *Golden Scarab*. I am merely pointing out to him that this ship is now operating in waters that are certainly not adjacent to Canada, and I find it difficult to assess the reasoning of the government when it encourages the construction of ships to fish off Peru or other coasts of South America while allowing the ships of every other foreign nation to deplete the fishing resources and stocks off our own shores.

I recommend to the minister that he give some thought to working with his colleague in the Department of Transport and his other colleagues who are concerned in order to amend the regulations respecting capital subsidies for the construction of commercial and