

Borrowing Authority

services for the sake of the future of our provincial governments and all people in Canada. We have dire economic and employment problems which can only be resolved by government action.

I want to review some problems which I believe require government attention and assistance nationally, and in the Atlantic region, particularly Nova Scotia.

First, we have to build on our strengths by developing and processing our natural resources in Canada. Most Canadians will think of our mines, minerals and agriculture, but the Canadian fishery has a potential for gigantic export sales exceeding those of wheat.

Second, we must move to resolve our energy problem and assure energy self-sufficiency for all of Canada by 1990.

Third, we have to recognize the desire for a high standard of accomplishment on the part of Canadians and promote industry based on technology. To do that, we must maintain our educational system and sponsor research and development science and trades training.

Fourth, we have to realize that we are a trading nation in an international community. We want to put Canada first, but some activities are international, such as marine transportation. Canadianization, no matter how good the motives, will do more harm than good. We must excel in marine, ground and air transportation and provide all the related facilities.

Let me direct the rest of my remarks to Nova Scotia and the Atlantic area and consider the state of our regional economy in the context of changing national policies. I said we must build on our strengths, resolve our energy problem, promote individual accomplishment and realize our international trade potential.

In Nova Scotia, without demeaning our agricultural industry or our manufacturing segment, I believe we have three major growth areas, all ocean based, upon which our hopes for the future should be based. These growth areas include the Atlantic fishery, marine transportation and energy.

Let me speak briefly about the fishing industry in Nova Scotia and across Canada. It employs 100,000 persons directly. That is an employment force greater than the armed forces of Canada. It has two principal segments on the Atlantic coast: the offshore industry which involves large vessels and relatively substantial onshore plant facilities, and the inshore fishery which involves in most cases individual fishermen or partnerships of fishermen who operate their own boats and sell to the plants.

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Over the years, unfortunately, under the administration of the Minister of Fisheries and Oceans (Mr. LeBlanc), there has been a great deal of conflict between the offshore and the inshore fisheries. Some of it is the product of people's imagination, but some of it is real. I have urged many times in this House that the Minister of Fisheries and Oceans move to resolve these difficulties so that those concerned can get on with the business of developing the fishing industry on the

Atlantic coast. Unfortunately, I have to say that in many areas and on many occasions the minister has only served to heighten these differences between the segments of the fishing industry. I know he is capable of a better performance and I know that in the future he will use his good graces and his good offices to resolve these difficulties.

There are other areas of the fishing industry which have been left untouched. One of them is aquaculture. In Europe and in other parts of the world this is a developing industry which involves onshore operations. It has proved to be highly profitable. I believe it is a matter of provincial jurisdiction, but it is an industry which could use federal aid and assistance.

Similarly, in the matter of fishing vessel construction, there has been confusion over government policies in the past few years. Programs have been suspended, terminated and reinstated, and the fishermen are left confused by what kind of assistance is available for vessel construction. I have urged, on several occasions, that instead of direct assistance some form of a tax rebate system be applied similar to the housing program.

In Nova Scotia today there is a controversy over licensing which stems from the policies of the federal Department of Fisheries and Oceans. Even the leader of the opposition in Nova Scotia has risen to challenge the minister on his policies. If he does not want to take it from us on this side of the House, surely he could take the criticism of his colleague in Nova Scotia and do something to resolve the difficulties in licensing.

Let me complete my remarks on fisheries by saying that the hope of the fishing industry on the Atlantic, coast for the future is that the standards of the industry, in providing a product that is acceptable worldwide, will be raised. The federal government can do much to assist in this area, and I hope it will take that action.

I mentioned marine transportation. In my constituency, the port of Halifax employs, directly, and indirectly, some 10,000 people and generates over \$1 billion in financial considerations. It has one of the finest container piers on the Atlantic coast, and we are in the process of constructing and hope to open next year in the spring of 1982 a new container pier at Fairview Cove. The future of marine transportation is great, and the facilities in Nova Scotia are of world class. We hope that in the future facilities will be expanded across the province, which will result in the development of the Strait of Canso as a superport. This is in part dependent on the location of a liquid natural gas terminal, and we in Nova Scotia are happy that the Minister of Finance has said that the choice of the location of a liquid natural gas terminal will be decided by the National Energy Board on the merits of the competing ports. He has said repeatedly that the Strait of Canso will get every consideration, along with the port at Gros Cacouna on the St. Lawrence River. I say that because some people in Nova Scotia are very wary about the fact that this kind of consideration will take place. So we take the Minister of Finance at his word, and we hope he will communicate this to his colleague, the Minister of Energy, Mines and Resources (Mr. Lalonde) who, on occasion, has said some different things