

tation costs, either in exporting or importing goods by water. These facts are not helpful, especially to our farmers, and more must be done to aid them in their fight for survival.

Earlier this month the Prime Minister, speaking in Montreal, announced feed grains subsidies for eastern Canadian livestock farmers as well as payments for hog producers across the country. At that time he acknowledged that eastern livestock and poultry producers have had to pay more for the same Canadian Wheat Board grains than their western counterparts. Generally speaking, the assistance for our hog producers has been well received even though it lasts only for a short period. However, there is a segment of our agricultural economy, especially in Nova Scotia, which requires special consideration at the present time. Here I refer to our poultry farmers who are presently producing eggs at below cost.

This question was aired when the National Farmers Association held their meetings early in February in western Canada. There are obviously too many fowls in production, and if egg prices are to be brought in line with costs a subsidized fowl slaughter program will have to be initiated. The farmers in my constituency who have suggested this measure have indicated that almost every egg producer in Nova Scotia has suffered a loss of approximately \$1 per bird per year for the last two years. They have therefore suggested that the fowl slaughter program should be subsidized to the amount of \$1 per bird, which is in effect much less than the difference consumers should have been paying for eggs, in view of present day costs. The present situation is critical and unless action is taken to help our poultry producers, many of them who have borrowed money from the Farm Credit Corporation will be unable to meet their interest payments and nothing will be paid on the principal.

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To face bankruptcy and the loss of your farm after working long hours for many years is not a welcome thought, yet this is the spectre that is facing the Nova Scotia poultry producers. Since the Throne Speech states that the cost of any program in aid of our primary food producers will be borne by the treasury rather than the consumer, I hope that immediate action will be taken to assist our poultry farmers.

I spoke a moment ago about freight rates in the Maritimes. These constant freight rate increases are literally a threat to our entire economy. Our fledgling manufacturing industry is being severely crippled in its efforts to remain competitive and the cost of bringing in much needed goods from other parts of Canada is constantly rising. In my opinion, the whole national transportation policy of 1967, which was supposed to put the railroads on a sound economic footing and improve the transportation industry for all Canadians, needs to be re-examined.

The railways, which are now free of the responsibility of securing approval from the regulatory board before imposing rate increases, have not become more efficient in handling either freight or passengers. Obviously, this situation cannot be permitted to continue, for transportation costs represent the key factor which spells out the success or failure of our Maritime industries. For example, each time a wage or salary increase is granted, our

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freight rates are advanced on a percentage basis. The fact that this is killing the goose that has been laying the golden egg is ignored. But each time industry closes its door due to increased costs which it cannot absorb, there is less freight for our railroads and more men go on the unemployment rolls.

Obviously, our present national transportation policy is not working to the advantage of maritime industry for it fails to take into consideration our limited manufacturing base, our lower than average income levels and the great distances which separate us from the central and far western markets in Canada and from those markets which we should enjoy in Canada. The aims of 1967 have not been realized and this is a problem that requires immediate consideration by the government since it affects every man, woman and child who resides in Atlantic Canada.

The Throne Speech speaks of our fishermen and states that their continued productivity and livelihood is of immense importance to the government and to the country. This is certainly true in Atlantic Canada where there is an ever increasing concern over the declining stocks of groundfish in the area under the control of the International Commission for the North Atlantic Fisheries which extends from west Greenland to the coast of Rhode Island. In 1969, of the 3.5 million metric tons of fish taken in the ICNAF areas, 2.4 million tons were taken from waters bordering on the Atlantic provinces.

Canadian fishermen caught 1.2 million metric tons or 34 per cent of the total, while European fishermen caught 2 million metric tons or 57 per cent of the total. The U.S.A. and non-member nations of ICNAF caught the balance. Although Canadian fishermen harvested 34 per cent of the total catch, they caught only 20 per cent of the total amount of codfish taken in the ICNAF areas. This is very significant when we consider that codfish is the species taken in greatest quantity by European fishermen; and of the 20 per cent taken by Canadians, about half is taken by inshore fishermen chiefly from the province of Newfoundland. It therefore follows that Canadian offshore fishermen are not catching more than 10 per cent of the codfish.

With this fact before us it is quite apparent that overfishing of cod in eastern waters is due entirely to foreign efforts. In 1969, in the ICNAF convention areas a reported 1,428 metric tons of codfish were caught of which 1,188 metric tons were taken by European countries. I mention these figures to show the extent and magnitude of the problem we are facing, and the extent of our conservation problems. Two of the most prolific areas for codfishing are the Hamilton Inlet Bank and the Grand Banks off Newfoundland. Here overfishing has had a very serious effect on the Labrador fishery, causing it to decline by alarming proportions. In fact, the Grand Banks of Newfoundland, which 15 years ago gave large quantities of haddock to Atlantic Canada and the east coast fishery, are today practically devoid of this species.

This is understandable when we examine the fishing methods followed by the United Kingdom, the U.S.S.R., Poland, Portugal, Spain, Norway and East and West Germany. The Soviets and other Communist bloc countries at present favour the mother ship principle in which a number of catcher vessels operate in conjunction with a