

The Budget—Mr. Crouse

been denied even the rudimentary assistance it requires to make it viable. Here I refer to the rebuilding of breakwaters and wharves, and to the dredging of harbours and skidways used by the fishermen. In my riding alone, the ports of Lunenburg, Bridgewater, Liverpool, Lockeport, Shelburne, Sandy Point, Ingomar and Clark's Harbour, just to name a few, are all in need of one or the other of the facilities I have just mentioned. Ever since 1980 Liverpool has been seeking new and extensive harbour dredging to accommodate the larger ships being used by Mersey Seafoods Limited, Steel and Engine Products Ltd. and Bowater Mersey Paper Company Limited. To date their pleas have fallen on deaf ears.

The budget stated that the Government is committing \$2.2 billion for Special Recovery Capital Projects. Due to the leak, that has been amended to \$2.4 billion, so we cannot ever be quite certain of the figures given to us even here in the House. The Government is committing \$2.4 billion for Special Recovery Capital Projects selected and designed to build, expand or improve public facilities which directly support private sector expansion and the steady improvement of our economic performance essential for recovery. In the words of the Minister, "There will be no red tape and no delays. All projects are being put on fast track to ensure that they start on time, progress as planned and are completed as quickly as possible". That is a commendable objective, but I say that it is high-sounding rhetoric. But we as Members of Parliament must accept the Minister's statement. We must accept his word and hope that he backs it up with performance.

● (1620)

Therefore, I wish to place on the record this afternoon only some of the many requests I have received from my constituency which definitely meet the criteria laid down by the Minister. For example, the citizens of Liverpool have requested the right to meet with the Hon. Minister of Transport (Mr. Pepin) and the Hon. Minister of Fisheries and Oceans (Mr. De Bané) at their earliest convenience to present documentation outlining the great need for dredging in Liverpool Bay and harbour, together with repairs to and extension of the breakwater located at Brooklyn, Herring Cove, in Liverpool Bay.

The representatives of Bowater Mersey Paper Company, Steel and Engine Products Ltd. and Mersey Seafoods Ltd. have stated in their brief on April 21—and I might say that the brief has been presented to both Ministers—that dredging is required for the continued development of the town of Liverpool and to maintain the three major industries in the Port. These industries are important stabilizing influences in the economy of Queens County.

I will explain to the House how the lack of dredging, breakwaters and wharves is affecting the town, its industries and its people. Steel and Engine Products Ltd. have upgraded and enlarged its ship repair facilities to a degree where it is now capable of handling very large ships. However, such opportunities are denied them simply because when they successfully bid, masters of larger vessels, whether they be commercial vessels or the Government of Canada refuse to bring their

ships into the Port of Liverpool due to restrictive silting in the harbour.

Mersey Seafoods Ltd. have ships today which can come to its wharves only at high tide, that is about three or four hours out of every 24, and then only if the weather is favourable and if the tide is high enough to enable them to get over the bar. Without ships landing in that Port, there is no shore employment or jobs for those of the area.

Bowater Mersey Paper must accept larger ships in order to expand in the export market. Because of the expansion in the American newsprint industry, Bowater is being forced to seek offshore markets, and to export they need even larger vessels which require a greater depth of water and an improved breakwater to protect them.

In all these three industries employment opportunities are now threatened due to Government inaction. The Government cannot say that it was not informed. There are lists upon lists in my office of submissions and presentations to the Government going back to 1980.

My home town of Lunenburg desperately needs repairs to the existing Government wharf, plus an extension, plus harbour dredging, if this Port is to continue to serve the large offshore fleet. At present half the existing wharf is unstable and requires lateral bracing. The restrictions on the use of this wharf cause an emergency situation as far as the repair and maintenance of the National Sea Products Nova Scotian fleet is concerned. It should be possible to design reinforcement bracing into the existing wharf, and if it were extended an additional 15 metres, then the entire structure would be more rigid and helpful to the fishing industry. In addition, the harbour master of that Port has drawn up a plan for a marginal wharf leading from Battery Point toward Rouse Brook, the place where the settlers first landed in 1753. This, if constructed, would enable some 15 or 20 large ships to tie up in the harbour. It would service the offshore development which is occurring in gas and oil off the coast of Nova Scotia.

Moving farther down the coast, we find that the Port of Shelburne could also use additional docking space and dredging, for it too is one of Canada's finest harbours which at present is underutilized because of the depth of water and Government inaction.

The mayor of Lockeport has also made a special plea to me on behalf of the town, pointing out that additional dredging is required immediately opposite the new National Sea Products plant in the town. Some of this is to be done, but when they made the assessment they forgot completely about the fish plant adjoining the one of National Sea Products which is owned by Pierce Fisheries Ltd. and where dredging is also required.

In conclusion, there are many other smaller harbours which need upgrading. I would be only too happy to supply the Government with details of make-work programs which will provide jobs immediately, will stabilize existing industries and improve the infrastructure of Nova Scotia. I mentioned these