

*Anti-Inflation Act*

As a result of wage and price controls, along with the international situation, the situation at that steel plant has gone from bad to worse. It is sickening to hear a former Liberal premier of Nova Scotia, who now exists in the other place while at the same time trying to run a big university, telling the Halifax Rotary Club that most of the blame must be put on the Sydney steel workers instead of on mismanagement by the Nova Scotia government and their cohorts in running that plant.

**An hon. Member:** Shame!

**Mr. Hogan:** It is a damned shame. It is even worse than what the Minister of Industry, Trade and Commerce (Mr. Horner) had to say about the "unappreciability" of the Cape Breton workers. I do not think that word is even in the dictionary, but that does not matter to him. He has made a slur against people who have long suffered in our Confederation. They have been alienated by economic forces and a lack of political clout.

One does not have to be here very long to know that the maritimes have no political clout. The west is now starting to get some because it has economic clout. Those who represent the maritimes do not apologize for having to ask for these things because, in a well planned economy, they would be sharing in the wealth.

There is no way an international steel plant can operate without government money in such an area after private enterprise has pulled out. What is the alternative? There are 125,000 people in one county. Are they to be put on welfare? There are enough people on welfare and unemployment insurance already. As one member pointed out earlier today, every day there are 2,000 people coming off unemployment insurance and going on welfare. Is that where our economy is heading?

In addition to the government failing miserably with regard to the Atlantic steel situation over the past ten years, it has also failed with regard to what has traditionally been a basic and important industry in the Atlantic region, namely, the fishery. I think the present Minister of Fisheries (Mr. LeBlanc) is on the right track. If we had had his type of thinking ten or 15 years ago, our stocks would not be depleted to the extent they are at present. The government would not now have to make such an enormous investment in order to bring the fisheries back to a viable level. Jobs could have been provided that are now desperately needed in the Atlantic region fishing communities.

New Brunswick, Nova Scotia, Prince Edward Island and, in particular, Newfoundland, are heavily dependent upon the fishery. In the past, large foreign fishing fleets have been allowed to come in. Because it was thought that every species was renewable, they were permitted to take all they wanted. Our independent and inshore fisheries were allowed to die off. The fishermen were given small subsidies. They were pushed onto special unemployment insurance benefits. That is not good enough.

[Mr. Hogan.]

Whether we like it or not, this has contributed as much to national disunity in this country as the linguistic question or any other factor. As I said before, I am not convinced that the separatist movement in Quebec is only as a result of cultural and other deep historical reasons. It is also as a result of policies of this government over the past ten years, specifically the past five.

**Mr. Pelletier:** Come on.

**Mr. Hogan:** That has inflamed the situation. Moving from 7.1 per cent to 11.5 per cent unemployment in five years has inflamed the cause of the young people. It is hard to deny that. I would be dishonest if I said that was the only cause. However, I believe that increasing unemployment among the young people in Quebec and in general has added to the difficulties of keeping this country together. The hon. member is an old student of mine and I kind of took it to heart.

**Mr. Pelletier:** He was my professor.

**Mr. Hogan:** The Atlantic region has traditionally suffered as a result of the geographic distance from its central markets. We have the same complaint as western Canada with regard to freight rates and rail transportation.

I may be very wrong on this. I know the experts are mixed up in view of the energy situation. However, the Minister of Transport (Mr. Lang) places a lot of emphasis on the future of air travel even though gasoline prices are increasing to the point where they now constitute 22 per cent of the operating costs of Air Canada. He talks of road building as the predominant way of helping the Atlantic region. The minister almost neglects rail passenger transportation for the future. Tax rates are not being adjusted equitably to give us some chance to compete in the central market. That is the traditional complaint at both ends of the country. There is no real attempt to plan the economy.

It is not a God-given thing in economics for the manufacturing industry only to be here and not there. That protection of artificial barriers which pushes up the price to consumers is the price we have to pay to keep Quebec and Ontario going. We are witnessing that now. The furniture industry, textile industry, clothing industry, and footwear industry constitute, directly and indirectly, hundreds of thousands of jobs in these two central provinces. Many of these will go down the drain if the protection they have had in the past is not continued.

It is a sad commentary on a government that has been in office so long that it has not tried to change the economy structurally in order that this area would not be so heavily dependent upon tariffs, and that the west and the east are still disadvantaged in the area of transportation. This has built up into a feeling of alienation.

Despite these difficulties, we all love Canada. However, you can only push people and regions to a certain edge before they become less Canadian. We must lessen the income disparity between the better off and poorer regions, such as the one I represent. I am saying nothing new. The government has had