

### Supply

I will just point to Nova Scotia and deal with it very quickly because I use it only as an example. We see that \$25.4 million of the \$140 million is going into the Province of Nova Scotia, the largest fishing Province in this country of ours. What percentage is that of \$140 million, I ask the Minister? It is very small. Where is the money going? When the Deputy Prime Minister (Mr. MacEachen) received his share, and when the Hon. Member for South West Nova (Miss Campbell) received her share, there was nothing left over for anyone else.

For seven years now, I have been trying to persuade the Government to build a wharf, for example, serving the only fishing community left in Halifax harbour, located at Eastern Passage. That wharf is now a peril and a menace to the general public. It should be torn out, destroyed and replaced with a good, adequate facility. When I called to ask whether or not that particular project might be considered, Public Works officials, Fisheries and Oceans officials and Small Craft Harbours officials were all, without exception, embarrassed to even talk to me about it. When we press them, this is what we learn: that there is a list of projects put forward by the various Departments and, in the case of Fisheries and Oceans, if one was not a Liberal Member, one did not get a look in the door. Not one single Tory riding in Atlantic Canada, I will bet you a buck, will receive any of that money at all. Some may have to go into the riding of my colleague, the Hon. Member for South Shore (Mr. Crouse), because it is the largest fishing constituency in this country. The Government will regret even doing that.

These are legitimate concerns of people, mid- and long-term legacies, much needed wharfs, breakwaters, skidways, haul-outs, but not a nickel will go into any Conservative riding in Atlantic Canada by choice. It suggests to the fishermen that the Government does not care about their legitimate needs, short-term, mid-term or long-term but, rather, cares more about porkbarrelling, the tradition of the present Government which it has finely tuned. The Liberals are expert at it, absolute experts.

It is not good enough under the Special Recovery Program to allow this situation to continue to exist. The Government has allocated \$640 million for transport in general. It is earmarked and will go into fleet replacement for the Canadian Coast Guard, something absolutely vital and necessary. Where will the building be done? How much will go to Halifax? How much will go to Saint John? Who will determine where that building program takes place? Given the experience of the HMCS *Nipigon* and the actions of the Minister of Supply and Services (Mr. Blais) in the last couple of weeks, the Government no longer calls tenders. It calls for prices. Remember "CFP" Canadians, because that is what we will live with under the Government, a call for prices. The prices go into the Minister's office. He sits there, and what does he say? "We will put this one in Sorel. Let us put this one hither and yon". He will not put anything in Halifax or in Saint John. I doubt if Ferguson Industries will get anything. I doubt if Marystown will get anything. It will go somewhere else in Canada.

Mind you, on the other hand, if the Government did give us some work, 80 per cent of the capital costs, the hard components of vessels, would leak back to central Canada in any event. That is not good enough. The Government, presumably because of its heartfelt concern for Unemployment Insurance exhaustees, is to use the Special Recovery Program to get these exhaustees some form of regular income, which is Unemployment Insurance benefits in this case. It has decided that one method of doing this quickly and expeditiously will be to lay off casual but for all intents and purposes long-term employees and replace them with workers who have exhausted their Unemployment Insurance benefits.

• (1240)

While this sounds good, I must question whether the Minister and his Government have given any consideration to those employees who will have their income reduced from \$8 or \$10 an hour to \$5 or \$6 an hour. The Government is telling him to go home and meet his obligations, educate his children and feed his family at this lowest level. How can that be done without massive social disruption within his community and in his own life?

Under the Government's program these exhaustees who have completed a minimum of 12 week's employment will be right back out the door and the Government will put some more through that process. Is the Government changing the structure of our society? Is it condemning the underemployed to live this way for the rest of their lives? Is that the best that a nation like Canada can do? I do not believe it is and I suggest that my colleagues on this side of the House share that concern.

While massive amounts of borrowing being used for short-term make-work projects may very well be absolutely necessary, surely that could be tempered or balanced by a form of investment that would ensure long-term permanent job opportunities for Canadians.

It is a historical fact that when the Canadian economy goes down, the Atlantic economy ends up at the bottom, and when the Canadian recovery resumes, the Atlantic economy stays at the bottom. We have historically been the first to suffer from recession in this country and, without question, we have been the last to recover. Where is the social concern on the part of the Government for Canadians who live east of Diamond Point?

We would much sooner see this money being spent more wisely. For example, we would rather see \$2 billion spent in an effort to make eastern Canada self-sufficient in its food supply. Later this afternoon some of my colleagues will deal with the impact of the Government's intention to kill our own eastern Crow rate, the Maritime Freight Rates Act. It already has a task force travelling throughout the country side asking Maritime and Atlantic businessmen what will happen if that freight rate is eliminated altogether. We know what the answer is because for over 60 years the MFRA in that little piece of Canada has enabled our producers to compete in the marketplace of central Canada. Its destruction will mean that we will not be able to compete or afford to put our goods and