

ders of the federal government, and either the Bank of Canada and the Minister of Finance had a complete misunderstanding of what they were doing or they knew runaway inflation would be the end result and they just did not care. Obviously, if the Bank of Canada had maintained a more moderate and constant increase in the money supply and the government had practised spending restraints, the inflationary trend in Canada could have been held to a minimum. It is not too late now to start controlling inflation. I have already indicated some of the steps that could be taken.

In addition to these we must obviously increase supplies of many commodities in order to deal with the shortages which surround us on all sides, and in order to slow down the rapid increases in prices which result from shortages. The soundest way to accomplish this is to pursue policies which will encourage investment in new productive capacity in this country. This is one of the cornerstones of Progressive Conservative policy; it is what we mean when we say we will develop an incentive society in Canada, where initiative is rewarded and where labour may enjoy a greater share of the fruits of their efforts.

Some hon. Members: Hear, hear!

Mr. Crouse: We must recognize that workers look at their take-home pay when they bargain for increased wages. In light of this fact further increases in taxes, especially on our workers, will only create further tax-push inflation. This is why our leader and all members of our party are calling for a decrease in taxes. Surely, the achievement of a stable economic system is not beyond the competence of our free democratic society. What is required is the will to do it. At the present time the government has no anti-inflationary policy. Our ship of state is drifting in a fog of uncertainty. The Prime Minister spoke of marooned sailors, life rafts, great ocean liners and sea captains. Speaking as one who has lived a lifetime by the sea, I would remind the Prime Minister that many a captain has been replaced by the owners if he was found to be incompetent. However, this action is generally taken when the ship comes back to port, so we as Progressive Conservatives are looking forward with considerable anticipation to the day when Captain Trudeau and first-mate David Lewis—or is it the other way around—finally bring their ship to port and the owners, the Canadian people, have a chance to voice their opinion through their vote on the progress of our ship of state.

The Prime Minister knows about our wealth as a nation. He obviously knows about our problems, but what is truly unfortunate is that he does not have an adequate solution to offer for these problems at the present time. The Throne Speech states, among other things, that the government plans a re-assessment of existing programs in the areas of agriculture and fisheries, and that assistance will be provided to those engaged in these primary industries in purchasing or modernizing their equipment. This afternoon when speaking on this matter the Minister of the Environment spoke of Canada's new ocean policy, and said the extension seaward of Canada's responsibilities would add immensely to our mineral reserves and our fishing resources, in an area approximately 40 per cent the size of Canada. The minister said this new area, under our

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control, would provide increased fishing opportunities and enable our fishermen to earn a better living.

Five pieces of legislation are to be brought forward. These will be examined carefully by our party. No one would disagree with the concept announced by the government and the minister, but concern has been expressed by many fishermen over the manner in which these policies are presently being carried out. For example, over the weekend of February 15 and 16, the officials of the Department of the Environment seized the catches of four fishing trawlers and a longliner at Lockeport, Nova Scotia, and charged them with overfishing haddock. Under the regulations as laid down by Order in Council under date January 15, 1974 certain quotas were established for Canadian fishermen under the Northwest Atlantic Fisheries Regulations. Among other things the regulations state that a fisherman, operating in a specific area of ocean, may catch and retain fish of a certain species if the quantity does not exceed 5,000 pounds or 10 per cent of the total weight of fish on board his vessel. Furthermore, the regulations state that when fish are seized, the protection officer shall take custody of them and sell them with the proceeds being paid to the Receiver General.

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This was the course followed in Lockeport, Nova Scotia. However, the minister must have had second thoughts about holding the money which belonged to the captain and crew, for the following week the gross stock was returned to the owners, while the captains charged were required to post a bond in the amount of \$1,250 as a guarantee that they would appear in court for a hearing on March 14. The fishermen had a name for this. They called it federal piracy in port.

This action on the part of the government raises many questions. First of all, the order in council of January 15, 1974 was never brought before parliament, was never submitted to the Fisheries Committee and was never debated or examined by the representatives of the people of Canada. Obviously, it was drawn up by bureaucrats who have never visited the Atlantic coast and who are obviously not aware of the problems faced by our fishermen. For example, it is impossible for our fishermen to carry out their fishing operations on the banks adjacent to Lockeport without catching more than 5,000 pounds of haddock or 10 per cent of their gross stock at this time of the year.

It is also unfair and unjust to draw up a regulation which penalizes the fishermen who work on the deck of a dragger by confiscating their share of the catch. I would point out to you, sir, that these men have no choice in determining the area in which a fishing dragger will carry out fishing operations. They must follow the captain's orders, and if a seaman lawfully engaged on a ship refuses to process the catch, if he is guilty of wilful disobedience to any lawful command, he is liable to imprisonment for a month under the Shipping Act. In view of this fact, the Order in Council of January 15, 1974, chapter 16, part 3, should be amended. In fact, the entire regulations and the penalties imposed for infractions should, in my opinion, be reviewed and no action taken against Canadian fishermen until we are reasonably certain that foreign fishing fleets are abiding by the ICNAF regulations.