

minister said is needed. Finally, Mr. Speaker, as a family physician and general practitioner whose numbers represent slightly over 50 per cent of practising physicians, much could be said about the problems which they face. However, since I have been discussing the problems of medical research I would be remiss if I neglected a major problem affecting this important and rapidly growing group of doctors.

Traditionally, medical research has been done at university centres under the aegis of a principal investigator who is normally a salaried member of that institution. But we have now entered a new era where medical teaching and medical research, particularly in the field of family medicine, must increasingly be done by private physicians out in the real, live world of general practice. Again, the government is dragging its heels by failing to recognize that physicians out in practice have to sacrifice income and earning power in order to devote time to operational research and morbidity studies. Unlike the university-centred principal investigator, these physicians must be remunerated for time spent on research. Once again, it is the people of Canada who suffer in the long run due to the failure of this Liberal administration to adjust to changing times.

Finally, Mr. Speaker, time does not permit me to deal adequately with the more philosophical yet very real problem of how our government is gnawing away at and destroying the very fibre of our Canadian citizens. The budget which we are debating serves only to aggravate this insidious process of decay of human worth and self-respect by paying people for doing nothing, instead of using the money to reward them for doing productive work. The October, 1974, letter of the Royal Bank of Canada states:

Government is an art to be learned, like medicine or engineering or law, or any other profession, and not merely an office to be won.

This government may have won the office but it is still groping for the art.

[Translation]

Mr. Raynald Guay (Parliamentary Secretary to Postmaster General): Mr. Speaker, I would like to take this opportunity to congratulate you as well as the Deputy Speaker and Chairman of Committees of the Whole (Mr. Laniel), the Deputy Chairman of the Committees of the Whole (Mr. Penner) and the Assistant Deputy Chairman of the Committees of the Whole (Mrs. Morin). I am sure you will justify your reputation of earnestness and impartiality while acquitting yourself of this task which is so burdensome these days when you must preside over the discussions of a Parliament housing the representatives of four different political parties.

Even if the budget presented by the hon. Minister of Finance (Mr. Turner) did not generate unanimous enthusiasm, it did seem to please the majority of the members in this House and, I think, most other Canadians as well as it provides for a number of positive policies aimed at fighting against Canada's present number one problem which is inflation.

In 1973-74 we tried more or less successfully to fight inflation and unemployment. Of course, the economic position of the United States did not help us as everyone

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knows that our own economy is closely involved with that of our neighbours. However, I think that this budget speech contains certain measures which can give more independence to Canada and will allow us to overcome this problem of inflation.

Certain budget policies are interesting especially concerning the following subjects: suggestions concerning resource taxation, adjustments to the equalization payments system, provisions to stimulate housing, support for investment, important decreases in personal income tax and, finally, savings protection.

Some other provisions included in last May's budget have been added, to wit: taxes or exemptions in certain fields, stronger stimulants for small industry, improved registered retirement savings plans, new legislation for the reorganization of companies and finally provisions to reduce custom duties.

With regard to some of the proposals, I should like the Minister of Transport (Mr. Marchand) to give us more details on how he intends to set up the merchant marine which was mentioned briefly in the Speech from the Throne.

● (1610)

Does he intend to set up a department, a commission or an independent body to do so? As for me, Mr. Speaker, I feel that a department in charge of the merchant marine, as well as of all matters pertaining to transportation by water, would be ideal, considering some of the criticism the Department of Transport has been subjected to; it is a huge department, composed of several divisions. I feel that solution would free, not only the Minister of Transport from part of his responsibilities, but also the administrative mechanism of that department.

Having said this, I wish to congratulate warmly the Minister of Transport for his tenacity throughout the years in wanting to give us a merchant marine. As a matter of fact, he fought for that idea even when he was in the CNTU and since then, he has kept on believing in it and doing everything possible to achieve it. Progress in that direction is now encouraging, but does the minister know when it can become a reality?

That is an area from which our country has been absent for many years, although Canada ranks among the most important trading nations in the world. The benefits which would result for our economy would be many, in view of the increasing amount of products such as grains, oil, ores, coal, lumber and a great many other commodities which Canada must export.

It is difficult to accept that Canadian ships or ships under Canadian flags are nearly absent from this area. In my opinion, this is a matter of important national prestige. I was very glad to hear this mentioned in the budget speech, and I dare hope that the money that will result from the new tax on natural resources will help equip Canada with a merchant marine, thereby allowing our own people to transport our own resources aboard our own ships.

Another matter closely related to shipping has to do with shipyards. Our last program, known as STAP, that is the Shipbuilding Temporary Assistance Program, has en-