

Trans-Canada Highway Act

of northeast and east New Brunswick from Campbellton to Moncton along highway No. 11. A resolution requesting that a second trans-Canada highway be built along this route was passed at a recent annual meeting of the municipal council of the county of Northumberland sitting in session at Newcastle, New Brunswick, I believe in the first week of February.

As hon. members know, the province of Quebec to date has not been participating in the trans-Canada highway project. When it does so, it is reasonable to assume that the Quebec provincial government will wish to have the all-Canada route go through the famous Matapedia valley which enters New Brunswick at Campbellton. This route would provide for a trans-Canada offshoot down the south shore of the Gaspé peninsula.

When provincial routes of the trans-Canada highway were designated, they were designated, as all hon. members know, by provincial authorities. New Brunswick decided to commence the route at the New Brunswick-Quebec border at Edmunston. At that time Quebec would not designate what route they would follow if and when they entered into the project. The New Brunswick route of the trans-Canada highway is from Edmunston on the northwest, down the western side of the province to Fredericton, proceeding in a southeasterly direction to Moncton and then on to the Nova Scotia border. The northeast and eastern sections of New Brunswick are not served by the present trans-Canada highway. This area is densely populated, with cities, towns and villages in the counties of Restigouche, Gloucester, Northumberland, Kent and Westmorland. Commercial, tourist and other traffic is heavy in lumbering, fishing, farming and mining areas.

Consideration should be given by this government to granting special financial assistance with regard to the construction of a connecting link from Campbellton down the east coast of New Brunswick to connect with the trans-Canada highway at Moncton.

Unemployment is unusually high in this section of New Brunswick and the prospects for 1959 and 1960 do not look good. The basic industries in the area—lumbering, fishing, farming and mining—are in a depressed state and indications do not point to a recovery in the near future. The construction of a connecting link with the trans-Canada highway from Campbellton to Moncton would relieve unemployment in a large measure and would be a boost to our economy while awaiting the upward trend of our basic industries.

This government should honour the pledge to assist transportation facilities of the

Atlantic provinces as drafted at an assembly of all Conservative candidates of the four Atlantic provinces which was attended by the Minister of National Revenue, the Minister of Veterans Affairs, the Minister of Fisheries, as well as the cabinet representative of the province of Newfoundland. At that time they issued their seven point Atlantic resolution particularly on transportation which they expounded when they were on the hustings during the election campaign. These cabinet ministers and other elected Conservative members from the Atlantic provinces have the responsibility to see that the solemn promises contained in their seven point Atlantic resolution are carried out. The promise of transportation facilities was one of the promises in the resolution. The people of the Atlantic provinces will judge the sincerity of those promises by the action or lack of action of this government.

Mr. Howard: I assume that the hon. member for Northumberland-Miramichi and I have been reading the same books. Any time I am stuck for any research work on any particular project, I always find that the back issues of *Hansard* give us all sorts of information and guidance on the things that we propose to discuss. However, it is not my intention to remind the minister of the things he said when he was sitting over here on this side of the house. He is no doubt thoroughly familiar with them.

I might say that I have had the pleasure of listening to the minister of highways we have in the province of British Columbia discussing highways and also to the minister of highways that we have for Canada. May I say to the minister that he is no match for Mr. Gagliardi and cannot possibly compare with his verbal ability to build highways and bridges. I must say that I would rather listen to the kindly and friendly tones of the Minister of Public Works though.

An hon. Member: You do not get very far with either.

Mr. Howard: No, we do not get very far with either one of them, generally speaking. This resolution, while the contents announced in it are acceptable, is another indication of the government's taking a policy of the previous government and not altering it in any way but merely adding to it in terms of money for any particular type of project. For some ten years we in Canada have been watching closely and hopefully the progress made in the building of the cross country or trans-Canada highway, as it is known. For many years we thought there was to be nothing but hope and expectation that the highway might be built some day. However,