

should start by gradually developing the roads around the Bay of Fundy, as has been explained, and then look into the matter to see if there is a better way to do it. In this way we could find out how much should be spent on the project. I envisage money coming from Fundy Park and such projects, in the way the special highways at Banff and Jasper were built.

I commend those hon. members who have taken the opportunity to put forward very sensible remarks about the effect this transportation program would have and the need for it in the Maritimes.

Mr. Allen B. Sulatycky (Rocky Mountain): Mr. Speaker, in rising to take part in this debate I do not wish to be misunderstood in the sense that I am opposed to federal involvement in the development of highways which previous speakers have advocated for the Atlantic provinces. Like the hon. member for Winnipeg North Centre (Mr. Knowles), I wish to see an over-all highways policy involving not only the Atlantic provinces but all of Canada. In other parts of Canada there are highways which deserve federal attention because of their importance, the contribution they could make to transportation at the national level and the great impact they could have on the tourist industry, which as hon. members know is one of the major foreign exchange earners in this country.

Two such highways come to mind in this connection. The first is the Alaska Highway. Hon. members have advocated that the federal government become involved in the paving of this very important route. The number of tourists who use this route is increasing every year, but it is nowhere as large as we could expect if it were paved. Indeed, people who travel this route have to be most adventuresome. In addition to such people there are many others who would like to travel the northern part of this continent but are unable to do so because of the very poor condition of this road.

Another highway, on which I shall concentrate more, is the Yellowhead route. This highway is already built. It is really the second trans-Canada highway in the prairie provinces. It begins at Portage la Prairie in Manitoba and runs through such prairie centres as Yorkton, Saskatoon, North Battleford, Lloydminster, Edmonton, Edson, Hinton, then through the national park and community of Jasper to finally join the Trans-Canada Highway again at Kamloops.

As I said, this highway has been completed. Many parts of it are superior to the Trans-Canada Highway. The dimensions and structure of it exceed the requirements of the Trans-Canada Highway Act. All that is lacking is a national designation of this highway. Many people have been involved in the development of the highway and its promotion. To put it simply, they feel the federal government could, by adding its name to this highway, increase its stature and thereby bring more tourists to that part of the prairie provinces.

In addition, this highway saves dollars for transport companies who operate to Vancouver, because of low gas consumption on it. The grades along the highway are much smaller than those on the Trans-Canada Highway

Canada Development Corporation

through Rogers Pass. The snowfall on this highway is also much less than it is in the Rogers Pass portion of the Trans-Canada Highway.

The Acting Speaker (Mr. Richard): Order, please. The hour appointed for the consideration of private members' business has now expired.

At six o'clock the House took recess.

AFTER RECESS

The House resumed at 8 p.m.

GOVERNMENT ORDERS

CANADA DEVELOPMENT CORPORATION

PROVISION FOR ESTABLISHMENT, OBJECTS, POWERS, CAPITALIZATION, ETC.

The House resumed consideration of the motion of Mr. Benson that Bill C-219, to establish the Canada Development Corporation, be read the second time and referred to the Standing Committee on Finance, Trade and Economic Affairs.

Hon. E. J. Benson (Minister of Finance): Mr. Speaker, the purposes of the CDC are essentially twofold; first, to help develop and maintain strong Canadian-controlled and Canadian-managed corporations in the private sector of the economy and, second, to give Canadians greater opportunities to invest and participate in the economic development of Canada.

The CDC would seek to achieve its first objective by investing in the equity of existing corporations, by helping in the expansion and establishment of significant new enterprises and by assisting the expansion of existing ones. In doing so it will normally invest in enterprises in which it expects to have a substantial holding of shares carrying voting rights and in which the total value of the shareholders' equity will be, or is likely to become, \$1 million or more. It is expected that CDC's investment in a corporation would normally be large enough, either alone or in combination with other Canadian investors, to ensure Canadian control. It would generally not seek to exercise direct operating control of the corporations in which it invests, and accordingly it would not be necessary for them to be CDC subsidiaries. It would, of course, be in a position to exercise the degree of influence on the basic policies and direction of such corporations appropriate for a major shareholder.

The corporation will be expected to work very closely with other members of the Canadian business and financial community. Ideally, many of its actions and investments will be in response to proposals made to it by others. It should concentrate the exercise of its own direct entrepreneurial functions in those areas of particular promise and interest to the Canadian economy where there is not otherwise likely to be a sufficient degree of Canadian participation.