

The Budget—Mr. H. J. Murphy

opportunity to ask justice for Quebec without doing harm to the other provinces but thereby strengthening national unity.

(Text):

Mr. H. J. Murphy (Westmorland): Mr. Speaker, I am very happy to take part in this debate. I shall be very brief in my thanks to the government, because if I spent my time in thanking the government for the many things they have done in my constituency I would have little time left to ask them for some more.

Last November I drew the attention of the government to the need for assistance for the fishermen in New Brunswick, particularly the herring fishermen. I am happy to report that action has been taken, and I wish to thank the government on behalf of the herring fishermen of the county of Westmorland for the assistance given. At the same time, and on their behalf, I would invite this nation to the annual Shediac lobster festival held in Westmorland county, where one would get inside information as to what fishermen have to do.

Last fall I also referred to the importance of the Canadian National Railways in the economy of the city of Moncton and the county of Westmorland. I pointed out at that time that we in Moncton were acutely affected by the lay-offs because we did not have other industries to absorb these skilled men. One of the greatest reasons for the lay-offs on the C.N.R. has been the dieselization of the railway. We do not wish to see progress stopped, and we cannot ask that the railways revert from dieselization to the use of coal. Nor can we expect the government to subsidize any part of the country; yet we feel that our shops are equipped to manufacture freight and passenger equipment. In fact, witnesses at the railway committee told us that last year fourteen units of railway and freight equipment were modernized in the Canadian National Railways shops in Canada, and that three of these were done in Moncton. They consisted of two cars for sleeping accommodation and a diner. I was very happy to hear this and I hope that more of this work will be done in Moncton. Of course, that is up to the management of the Canadian National Railways which, in fact, is the people's railway and I hope that some attention will be paid to my request.

Before leaving the subject of the Canadian National Railways I should like to point out that besides a large number of present employees there are a large number of former employees who are now on pensions. These pensions are based on the wages they received while working for the railway. Many of them were retired at a time when

wages were very low, and consequently their pensions are small. I should like to bring this matter to the attention of the government and I hope it will be taken into consideration.

At this time I should like to trace some of the economic changes in New Brunswick since confederation and to make a suggestion as to how the economic situation could be bettered. Last fall I mentioned the Chignecto canal. I should like to go into the matter more fully at this time. Although this idea is not a new one it is better now than ever before, because shortly we shall commence work on the St. Lawrence seaway which, when completed, will enable central and western Canada to ship directly to the overseas markets, to South America and to the Atlantic region of Canada. I feel that those living south of the isthmus of Chignecto should be able to have the advantages of shipping directly to western and central Canada without adding a trip of 400 or 500 miles around the province of Nova Scotia.

As I see it, the Chignecto canal is part and parcel of the St. Lawrence seaway and it could be referred to or called the St. Lawrence seaway of the maritime provinces. Whatever reasons there have been in the past for not constructing this canal, they no longer apply in view of the construction of the St. Lawrence seaway. In addition, there are the great eastern base metal finds in Gaspé and northern New Brunswick which are dependent to a great extent for their development on this canal project which would be the direct route from the mines for the great industrial centres of the United States.

At the outset let me say that we are interested in the Chignecto canal as a finished product and not as a capital work project of short duration. As has been said in this house, public capital works projects are not the employment measures they used to be because of the diminishing amount of manpower which is used in such projects.

There are the strongest reasons for the conviction that the canal would revitalize the whole economy of Canada's seaboard region. Lumbering, farming, fishing, mining, shipping and manufacturing would all enjoy the benefits, and low-cost water transportation would be bound to extend the marketing radius for the native products. In western Canada corresponding benefits would be felt not only in lower prices for maritime products delivered there but also in lower transportation costs for western produce in the markets of the Atlantic region.

The construction of the Chignecto canal would provide a short route in sheltered