

National Development Policy

using highroads to supplement at least in part coastal services by steamer.

Again, in connection with transportation, I would like to mention the harbour development in St. John's. My reason for mentioning this is that the schooner operators from White bay and Green bay are just as much interested in what happens in St. John's harbour as the people of St. John's themselves or anyone else.

Everyone seems to have a different opinion as to what should be done at St. John's and I suppose it requires a certain amount of temerity to mention the subject. But I am convinced that the plan prepared by the Department of Public Works is not only a good one but the correct one. There is only one possible criticism I can see, that it does not extend around the harbour far enough. But that is scarcely a criticism because if time and circumstance should make it desirable to extend it there is nothing to stop extension of work already done. Even the criticism that the wharf commonly called the Finger wharf, I believe, would restrict the room for schooners in the harbour at St. John's is not valid. Under this plan there would be room for schooners to berth instead of anchor and there would be the ideal harbour where every vessel could tie up and have access to the shore instead of anchoring in midstream. I hope the government will find it possible to go ahead without delay with the harbour work. It will not only facilitate trade but should mean lower handling costs and, finally, lower costs to consumers.

There is something else I should like to mention with regard to St. John's or, for that matter, any suitable port. That is the construction of a grain elevator with a flour mill. St. John's or any other suitable port in that general area would be ideally situated for the distribution of feed grains as well as flour. I would say that roughly a million people could be served by a flour mill in St. John's. Not only the maritimes but the West Indies and South America and Europe also could be supplied from the Newfoundland port during the winter when the St. Lawrence is closed to navigation.

Far from hurting Nova Scotia it should promote and improve trade between Halifax and St. John's because it would provide return trade. Two-way trade would bring down freight rates generally and should stimulate trade between the maritime provinces and Newfoundland. The result would be that all the Atlantic provinces would benefit. One point often overlooked particularly when looking at a flat map but which is easily understandable when looking at a globe is that the

port of St. John's is nearer to South America by several hundred miles, I believe, than is the port of New York.

I mentioned air strips a minute ago and I should like to come back to the matter of air services in Newfoundland. Air services in a province such as ours are much more important than in some of the other provinces of Canada. Quite frequently the only reasonably fast communication is by air. Eastern Provincial Airways, the local air line, has done a magnificent job in providing a triangular service in Newfoundland as well as service right down the whole coast of Labrador. The stories of their many mercy flights are legion. Suffice it to say that they have rendered a service unequalled and have brought much needed amenities to the people they serve which heretofore they had to do without. Their big handicap is that during the seasons of freeze-up and break-up it is impossible to operate on either floats or skis. Therefore their service is restricted with considerable discomfort to the public. What is indicated is either the building of air-strips or, what is probably more feasible, the provision of helicopter service during the periods I have mentioned.

Some of the projects I have named are of considerable magnitude and will be costly but I am sure that in a world which is actively considering colonizing the moon it is not too much to ask that development take place within our own realm.

Hon. Howard C. Green (Minister of Public Works): Mr. Speaker, yesterday I listened with great interest to the speech made by the Leader of the Opposition (Mr. Pearson) and also to the wording of the amendment. You know, it is strange what great changes come over one when he moves across the floor of the house.

Mr. Pickersgill: We have noticed that.

Mr. Green: I suppose that works both ways.

An hon. Member: It certainly does.

Mr. Green: But here we were yesterday listening to the leader of the Liberal party moving by way of an amendment what he described as a national development policy. My thoughts went back to the amendments we moved on several occasions when we were in opposition urging the government of that time to adopt a national policy. We thought we had a patent on national development policy. Therefore it is quite a shock to find the Liberals of all people now coming forward and making a great outcry in support of a national development policy.

Mr. Martin (Essex East): Our provocation is greater than yours was when you were on this side.