

The Address—Mr. McCleave

be. This was one of the most shattering experiences in what was a most miserable year for one of our great ports and one of the great national assets of this country.

A few days ago the minister provided information on the experiments with hovercraft in this country. I think the department should be encouraged to proceed with more haste and perhaps even more zip in testing hovercraft. They are not only useful in southern Canada but they might be the one great way of solving transportation problems in the north. A hovercraft can best be described as a sort of automobile that can be used on water, snow, tundra or anything that has a reasonably level surface to be used as its highway. It is as manoeuvrable as an automobile. If big ships are setting a course toward each other and are even miles apart they can still collide because of their inertia and the difficulty of manoeuvring. But a hovercraft is as manoeuvrable as your automobile, sir, and mine. It can stop very quickly within its own length. It can carry out very fast manoeuvres and changes in direction on water. I suggest it is not only the answer to transportation problems such as exist between Saint John and Digby, Nova Scotia, in the Minas Basin, and even the shorter runs such as in Halifax harbour but might be used on the Northumberland strait or some of the wide rivers of Canada and in the northland. I hope the minister will eagerly seize the chance to test hovercraft without delay in Canada's north.

Mr. Pickersgill: Mr. Speaker, I wonder whether the hon. gentleman would permit me to respond by saying that I made arrangements yesterday to visit the hovercraft factory in the Isle of Wight and test hovercraft on June 2.

Mr. McCleave: Mr. Speaker, the minister has done me a very great favour because I can throw that part of my speech away, which I accordingly do. I am grateful to the minister because I am running out of time. You cast your bread forth upon the waters and sometimes it comes back ill "bread" and at other times it comes back well "bread".

Mr. Pickersgill: In a hovercraft.

• (3:20 p.m.)

Mr. McCleave: I have such a wealth of material to deal with that I am in some difficulty in choosing what to use as I believe I have only five more minutes left.

First of all I would like to deal with the problem of the restoration of the Sambro

[Mr. McCleave.]

lightship to its position outside Halifax harbour. The minister and his department have made the point that the most efficient aids to navigation in the world are outside that harbour at the present time. This is quite true and I do not quarrel with that at all. There are lights on Sambro island, Chebucto Head, Devils island and Maugher beach. The new fog signal on Sambro island, together with the fog signal at Chebucto Head and Maugher beach and the whistle and bell buoys, provide adequate sound signals for navigation during periods of low visibility. A new powerful radio beacon is in operation on Sambro Island and a radio marker beacon is situated on Hartlen Point. In addition to all of this there is excellent coverage by the Loran and Decca navigation systems. So no ship need approach Halifax harbour with any reluctance.

However, I think the point that must be made—and I am thinking of the *Cape Bonnie* tragedy in which 18 or 19 men lost their lives—is that even with all the aids the small fishing vessel may get itself in difficulties. I am sorry to see that the minister did not accept the suggestion which was advanced by the fishermen in the area, by Rear Admiral Pullen, by my colleague, by myself and by the hon. member for Lunenburg-Queens as well as by others. However, since time is running out I will deal with that matter later.

Then there is the situation at the dockyard in Halifax but that also will have to be dealt with later. All I will say now is that it is regrettable that while the workers in the ship repair classification have been given increases, those in motor transport and the labourers have not. This will have to be dealt with at a later time because I wish to conclude with the following thoughts.

This is our centennial year which I hope will afford an opportunity for Canadians to travel and see their country. I should like to mention four or five places which I think it would be interesting for any person to visit. I have seen them all since the start of this year. First I should like to mention the gardens at Saanich and Victoria on Vancouver island. I was driving around there on Monday, Tuesday and part of Wednesday and I found only one place where the home owner had not mowed his lawn. This area was most attractive. There were rock gardens in one place and right next door regular gardens. It was a sight for sore eyes, particularly eyes which have been made sore by the long Canadian winter through which we have gone in the less fortunate parts of Canada.