

*Supply—Transport*

Before going on to make one or two brief remarks on transportation matters I think I would be remiss, particularly as a young man, if I rose in this chamber as the last new member who will ever rise to speak for the dual constituency of Halifax, and did not pay some tribute to the great men who have come out of the city of Halifax and its environs to serve in the House of Commons.

I think of men such as Sir John Thompson, Sir Robert Borden, Sir Charles Tupper and a long list of others including Mr. Jones, Mr. Powers, Mr. Almon, Mr. Daly, Mr. Richey, Mr. Black and, in later years, Senator Isnor. I will not mention the more recent members who have come to this house.

**Mr. Pickersgill:** Don't forget Mr. Lloyd and Mr. Regan.

**Mr. Knowles:** You should mention Mr. Lloyd; he has gone to his reward.

**Mr. Forrestall:** They have all received their rewards, generally speaking.

The remarks I wish to make tonight are chiefly directed toward the generality of the position that has been adopted by the Minister of Transport, in answer to certain remarks that have been made in this house in the very brief time I have been here in respect of winter navigation on the St. Lawrence river. I am sure there is nothing I can say to impress upon the minister the urgency with which this matter is viewed in the city of Halifax and the port of Saint John and elsewhere in the maritimes. Perhaps he might remind some of the members of this house, in light of their remarks that, contrary to what they suggest the instruments of subsidy—and I think the Maritime Freight Rates Act,—were not designed to impede any industrial progress anywhere in Canada. Quite to the contrary, they were designed to implement, foster and encourage the development of eastern Canada. But like everything else there is a habit on the part of some to stop in a consideration of Canada when you get to the province of Quebec. Canada does go a little further, just as it did some 250 years ago when transportation was a real problem in Canada.

When the hon. member for Lapointe speaks of keeping the St. Lawrence river open, perhaps the minister will remind him that for over 250 years great numbers of people, industries and dollars, as well as great quantities of sweat and tears went into maintaining a year round deep water port to service

[Mr. Forrestall.]

this nation. Although we are generally quiet people, not looking about to pick fights with anyone, people who have made a great contribution to the development of Canada in all its fields, when there is an impairment or the possibility of an impairment of the future development and use of the ports of Halifax and Saint John we do not intend to take this lying down. I suggest very strongly that there will be vigorous opposition.

If at some point in the future it is in the best interest of Canada to have year round navigation, that will not be accomplished except by adequate incentives for the development of the Atlantic provinces, to bring about and sustain not only the present level of activity, but to help vastly to increase that level of activity. We have never stood in the way of national development and we do not intend to do so now.

**Mr. Grégoire:** Mr. Chairman, if the hon. member will allow me to speak I should like to say that I think he has misunderstood me. What I said is exactly the same as what the hon. member has just now said. If winter navigation is opened on a year round basis there must be some incentives given to the port authorities in Halifax so that this area will not be disturbed. That is exactly what I said, and I want it clearly understood that I am not engaging in any quarrel with my hon. friend. I think both our areas can be developed to a greater extent than they are being developed today.

**Mr. Forrestall:** I did not misunderstand the hon. member when he spoke. He did make some reference earlier in this debate on the estimates of the Department of Transport to the effect that rail subsidies were detrimental to another industry in Canada. I can only read into that suggestion an area of danger and concern to the life and livelihood of some 17,000 people who are vitally and intimately connected with the port of Halifax. Surely my hon. friend and I will not get into a fight in this regard. The fight will only begin if the government pays too much attention to what is said by too many people at the so called river ports.

Before Nova Scotia, particularly Halifax, and the rest of the maritimes can begin to approach a level of parity with the rest of Canada, we must consider the rate of development there. The port of Halifax has a good future, but in the long range picture we are not concerned with the ultimate opening of the river. Unless the government does something in the very near future, and I speak in