

*The Address—Mr. McCleave*

with three quarters of the bill passed but with some six or seven amendments that should be made still outstanding. I suggest that if we utilize time allocation we should do so in non-contentious areas first so we can see how it works and without everybody getting into a real dander and froth. This is a sort of discipline that we somehow have to impose upon ourselves, especially in an age of proliferation of parties.

I mentioned the divorce bill. I suggest to the house leader that he try to secure agreement from all parties in respect of this bill. I think this would be possible. In this connection I believe the joint committee with the other place should be reactivated as quickly as possible. We are working against a fairly tough schedule. We have a lot of tough ideas to deal with. I should not say tough ideas, but we have at least five major areas with which we have to deal in this connection, and I think the sooner we get at it the better it will be from the point of view of helping all those people who need help. In this country there are some 60,000 deserted people who have been crying out for relief and have not been able to find any under our present archaic system.

I make only one other comment in respect of this field which has been a specialty of mine for nine years. The legislation we bring in will be a monument to our oldest parliamentarian, Hon. A. W. Roebuck who, at 89 years of age, is in the other place one of the top performers on parliament hill. I do not propose to say what he will suggest to the committee and parliament except that if accepted it will bring us from the dark ages to the best divorce law in the civilized world.

I spoke about wasted human resources and the 60,000 deserted people in Canada. In a way they are wasted or at least crippled human resources. Most of them are unable to set up new liaisons and bring forth new families but are damaged cogs in the wheel of an archaic system.

Dealing with the unused human resources in Canada, I hope we can place a different emphasis on our thinking with regard to the war on poverty. I hope we can do what the hon. member for Qu'Appelle (Mr. Hamilton) has suggested in the past and call a national conference on human resources, on what can be done to help the retarded, the crippled, the people who suffer disabilities, so they can play their part in the development of a greater Canada. But, Mr. Speaker, I would not approach that problem with a particular emphasis on welfare. I would treat it as a

somewhat larger problem, perhaps from the standpoint of an economic one, so that everybody no matter what his abilities can at least give the best of himself or herself to this Canada of ours.

I should now like to deal with local problems. Yesterday the hon. member for Queens-Lunenburg (Mr. Crouse) mentioned the idea of lobster trap depots at different places along the coast of Nova Scotia. The common sense of this idea lies in the fact that the lobster seasons are different and therefore the equipment can be transferred from one place to another without seriously dislocating the operation of any lobster fisherman. This idea was first conceived by my colleague from Halifax, the other hon. member from my city. It was because he could not be here that he suggested the idea to our friend from Queens-Lunenburg who is an expert in the fishing industry. The hon. member for Queens-Lunenburg certainly presented the idea very well yesterday. I do not labour it except to say that we have talked with lobster fishermen and they seem to think it is a good idea. Therefore I commend it to the Minister of Fisheries (Mr. Robichaud).

Now I come to my beloved friend, the jumper-up from Bonavista-Twillingate, and transportation problems of Atlantic Canada. We have gone through a winter that from the standpoint of employment in two of the great ports of Canada had to be seen and still could only be disbelieved. The potential of those ports in the handling of general and special cargoes was not utilized to the extent to which it has been in recent years. I hope the Minister of Transport will be able to get the study being made out from behind closed doors and take some action before another winter season sets in, because the stevedores and longshoremen of Halifax and Saint John will simply not put up with what they have had to put up with this year.

The economics are now so out of joint that a ship with a cargo destined for Montreal waited in Halifax harbour for three or four days. We have a general idea of the expense involved in a ship waiting in harbour for several days for ice to clear so that it may go to Montreal and unload its cargo. Yet we have the Maritime Freight Rates Act and a good rail system between Halifax and Montreal. One would have thought that the railway in co-operation with the shipping authorities would have got that cargo to Montreal a few days earlier. But this was not to