

forefront of battle, there to do or die. But DREE stayed in the background when the big conflicts raged. It handed out its grants and loans to justify its existence, and failed miserably to take hold of the big projects which the Atlantic provinces have needed for generations. In short, it avoided the massive development undertakings without which the Atlantic provinces will always remain what they are today, the most neglected part of Canada.

I am an infrastructure man. I will always be an infrastructure man. Infrastructures are the only hope of getting Atlantic Canada into a position of parity with the rest of the country, a position from which it can stay caught up. Millions of dollars in piecemeal grants over the years have done nothing but keep us from sliding farther behind. The dole has failed.

It is time to get back to the bold and imaginative policy of regionalism pioneered by the right hon. member for Prince Albert (Mr. Diefenbaker), the principle of special aid to the Atlantic provinces on a massive scale. Where mere millions have been parceled out to keep the wolf from the door, billions are needed; billions not in spending but in investment, investment in permanent and lasting projects which will bring the Atlantic provinces to equal partner status with the other six, and which will dispose of the need, once and for all, of the subsidies and handouts which have always been associated with us as a backward area.

I thought at one time that the Prime Minister of Canada was an infrastructure man too. All signs pointed to his involvement in the projects which would form the foundations for a new Atlantic economy. I refer to an exclusive article by the Prime Minister in the *Atlantic Advocate* of March, 1969. As you know, Mr. Speaker, the *Atlantic Advocate* is a magazine published in Fredericton, my home, and is one of the great quality magazines of Canada. In it the Prime Minister had this to say about infrastructure:

If there is one main reason why industry has been slow to develop in the Atlantic region, it is distance from the main markets of central Canada. Because there are few industries, the costs of other industries are higher than they would be in central Canada. Those to which transport costs in themselves do not matter much are nevertheless handicapped by the absence of companies producing components or providing technical services; by the lack of industrial experience and the lower educational standards of much of the labour force; by the poorer infrastructure of roads and water supplies and power and so on.

In short, slow economic growth creates a kind of vicious circle that keeps growth slow. The attractiveness of a location to industry depends closely on the quality of many public services: on power, water, roads, railways, port facilities, sewers, schools, universities, research establishments and so on. These are the infrastructure of the economy. Some of them are under federal jurisdiction, but most are provincial and municipal responsibilities.

That is a quotation with which I find myself agreeing very easily. From this it could be gathered that the provision of infrastructure was to be an important part of the operations of DREE which, at that time, was just getting started. One could see in that article a determination of the Prime Minister to separate federal and provincial municipal jurisdictions and to launch a mighty drive to get the federal share of the job done. One could envisage a breakthrough on the part of DREE which was to have the powers to provide assistance by direct action, and by action through the provincial governments to create the necessary infrastructures.

Regional Development Incentives Act

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But promises and performances by the Liberals, as always, were entirely different things. DREE was launched with great fanfare as the answer to all of our economic problems. It did not take very long, however, for the Atlantic provinces to realize exactly what DREE was—just another federal agency handing out grants and loans and doles, and shirking the responsibility of getting to the fundamental problems of the area, of spearheading the mighty projects which common sense tell us must be the cornerstones of Atlantic prosperity—the Fundy tidal power project, the development of the ports of Saint John and Halifax, and an Atlantic transportation policy which would include the corridor road, with United States co-operation, and a modern high speed highway between Fredericton and Saint John to transport agricultural products, parts for manufacturing industries and other goods to world markets via the port of Saint John. Not one of these projects came under the aegis of DREE. After five years of DREE the positions of all of these projects are exactly as they were when DREE was created—in limbo.

Well, we are still awaiting the new minister's performance. I believe that new policies should show a willingness to get to the basics of Atlantic economics and to put first things first. There has to be a new set of priorities, and the projects I have mentioned have to be in the top echelons of those priorities.

I am getting more and more support in my campaign for Atlantic infrastructures. Some of my colleagues have joined me. I would hope for the support of more of them. Yes, and for the support of all Atlantic members, as well as that of the minister responsible for DREE. I am not asking for the moon. I am asking for fair treatment of an area whose problems no amount of subsidies and grants can solve if the solid base is not laid down.

Give us the Fundy tidal project and the Maritimes will become the power house of the continent with both Canadian and American—yes, and British and French and Japanese—interests clamoring to invest in us.

Give us the corridor road and, by means of a straight super highway linking Vanceboro in Maine with Sherbrooke in Quebec, the shippers and travellers and tourists of this area will be five hours and 150 miles closer to the markets and attractions of central Canada, and vice versa.

Give us the port developments, and the great tankers and container ships of the world will come to us in armadas of profit.

In short, give us the infrastructures and let them form the foundation. Then, Mr. Speaker, the rest of Canada can forget the subsidies and grants and handouts which they have been forced to provide us, often against their will, for the simple reason that no one has ever had the common sense, foresight, and resolution to face facts squarely and give us the tools with which we can put our own house in order.

I would say that my immediate suggestion is for the minister to focus his attention on the infrastructures I have mentioned, and to focus the attention of all departments of government on the problems of regional dispari-