

Atlantic Development Board Act

hon. member for Victoria-Carleton, that the members of that side of the house will not have such partisan influence upon the board after the new appointments as they may have had in the past.

I note that objection is made to the fact that the appointment of new members to the board may change somewhat the character of the board. I want to say this, that if we are to work for the improvement of the Atlantic economy, for the welfare of that economy, then let the voice of the faction be hushed. I would urge the government to consider making appointments to this board on a non-partisan basis. It is my hope and expectation that the additional appointments to the board will be of that nature. There has been some criticism also of the length of the appointments of the present members, and the fact that their terms would be shortened. My opinion is that the new legislation makes provision for reappointment, thus a member can be reappointed if he shows he has a contribution to make. If he has no contribution to make, someone else can be appointed. Surely this ensures that members will use greater energy in their attention to their duties; surely it discourages procrastination.

I should like now to deal with some questions concerning the actual role of this board. The economic problems that promoted the establishment of the Atlantic development board have existed in varying degrees since the first days of confederation. In my province of Nova Scotia, these problems first erupted when the tariff policies of the new dominion required us to change our trading patterns of 150 years standing. We found ourselves at one extremity of the new nation; and then, as now, the cost of transportation made it difficult to adjust to the new trade lines. These difficulties were not unforeseen, and as a result there was such a body of opinion against confederation that the provincial government of the day did not dare submit the issue to the public. Thus, Nova Scotia was the only province in which the people had no opportunity to vote on the question of entering confederation.

It was, however, an inherent consideration of confederation that a railway would be built uniting us with Quebec and Ontario, thus enabling the ports of Halifax and Saint John to become the major ports of the fledgling nation. Interior circulation is always more difficult in the extremities, but this use of our ports was to offset some portion of our disadvantage. We have such a railway today, as a matter of fact we have two of them, but these railways are not being fully utilized and the splendid port facilities of the maritime harbours are often unused while a shock-

ing portion of Canada's imports and exports are passing through United States ports.

I am not now dealing with competition from winter navigation on the St. Lawrence, or indeed competition from the seaway; but the freight handled over the docks of New York helps no part of the Canadian economy. The same freight handled over the docks of Halifax and Saint John would put dollars in the pockets of our workers and help bolster the maritime economy. How ironic, how insane, for a nation which recognizes the unhealthy nature of the maritime economy by the establishment of this board to allow foreign ports to benefit from Canadian overseas commerce when the full use of maritime ports would lessen the amount of aid our area requires.

I have a few d.b.s. statistics in this regard, prepared by the maritime transportation commission, and these show that in the year 1960 42 per cent of engine boilers and locomotives exported from Canada were exported through United States ports. They show that 42 per cent of farm implements and machinery were exported through United States ports to a value of \$2½ million. They also show that 122,000 rubber tires and inner tubes were exported through American ports, while only 137,000 were exported through Canadian ports. When it comes to Canada's export of automobiles we find that 74 per cent, or a total of 15,153, were exported through United States ports as against only 5,000 exported through Canadian ports. The same thing holds true for electrical apparatus. Some 40 per cent, to the value of over \$8 million, was exported through American ports, and indeed all Canadian overseas exports via United States ports amounted to \$143 million worth of goods in the same year. I suggest this would give a lot of employment on our waterfronts.

Mr. MacInnis: Would the hon. member permit a question?

Mr. Regan: A little later. I would like to finish these statistics.

Mr. MacInnis: It is right on this matter.

Mr. Regan: During the same period we imported from overseas, through American ports, \$241 million worth of goods. What I say is that a substantial change in these statistics would be one very valid and immediate way in which the economy of the Atlantic region could be helped.

Mr. Flemming (Victoria-Carleton): May I ask a question?

Mr. Regan: At the conclusion of my remarks.