

*The Address—Mrs. Rideout*

In this House, Mr. Speaker, you may allow me to say it was no coincidence that much of the new attitude in New Brunswick has developed since Louis Robichaud became Premier in 1960. Nor is it a coincidence that our bettering position has raced ahead since the present Prime Minister of Canada became national leader in 1963 and made Federal-Provincial co-operation a vital new fact. His recognition of a change in our country's social and economic structure calling for full co-operation between the Provinces and the Federal Government made possible the new era now upon us in the Atlantic area.

In our Province we had the resources but we were not making the best use of them. Without the ground support of a co-operating national Government and an understanding of our needs and intentions, we could not develop what we had. Furthermore, changing world conditions have given us openings which require action from a higher jurisdiction to exploit fully. We were sick of hand-outs and headache pills to get us from one economic hangover to another. This Government has given us the first tools to let us help ourselves, tools to build the foundation. With a little more material we can finish the job and build thereafter for ourselves.

The transportation and distribution centre for the Maritimes, the city of Moncton, makes up about half of the constituency of Westmorland. Here we have felt both the beneficial and disruptive impact of modern change. Some are hurt by transitional changes; others benefit. On the over-all scale we are growing at a rate which would not have been imagined 10 years ago. New kinds of industry and business are interested in our area, modern industries such as chemicals; but we must increase the attraction. Iron ore and steel prospects on the Province's Northeast coast will affect my constituency very strongly. It will take a little time for all this to show but it gives us a great new hope.

In our region we have discovered that whereas once geography was our enemy, it is now a friend. With our resources we can produce for a world market at our doors because of our access to the sea. Again, this cannot be fully achieved without the harbour facilities for deep water ports which exist in Westmorland. These things are within Federal jurisdiction. Some of our facilities of all kinds are old and in need of restoration. Others we have never had, but require urgently. Some are now being provided or discussions about their provision are going ahead.

[Mrs. Rideout.]

One natural resource we have developed very much on our own is lobster fishing, packing and shipping. Shediac, in my constituency, is the lobster capital of the world and is in the midst of the most beautiful coastal resort country anywhere. It is attracting more and more tourists to help the Canadian balance of payments.

If I mention lobsters it is not only to invite all of you to come and share this gourmet delight, but to mention that my constituents have found new methods of shipping lobsters which put them on the tables of Europe daily as well as those of California and intervening areas. I say this to show that where we have a traditional resource or commodity which we can develop with self-promoted efforts, we can do so and will do so.

While some of the farming areas of Westmorland are advanced and prosperous, others are in urgent need of the kind of study and assistance which the Agricultural Rehabilitation and Development Administration is pursuing. I want to compliment the Minister for his aggressive efforts in ARDA and assure him that in no place more than New Brunswick will the Government's measures be of greater help or be more genuinely needed. If a war on poverty is to be fought, there is no better place to start the war than in our hard struck rural areas where people have just not had the chance of those in other places.

Small farmers make up a substantial part of our population in New Brunswick and this applies notably in my constituency. In the past farm policies have largely passed them by, while helping the bigger operators. They need feed grain assistance and cheap fertilizers. They also need a major change in the matter of animal subsidies. Benefits for quality rather than quantity might best serve the small farmer.

In this respect I might also mention rail freight rates because changes in the transportation structure must be made with a view to protecting our special Atlantic area needs. The Premier of Nova Scotia said recently that "railways here are relatively more important still than in the central part of the country". Not only do I concur in this but I must add that the changes which are to be made must get back to the original purpose of the Maritime Freight Rates Act. The City of Moncton, which is such an important part of my constituency, is of course closely concerned with railway matters. Mr. Grayston, the Vice President for the C.N.R.'s Atlantic region, has reported that 1964 was a record year for traffic