

That would be a small part of the five million dollars I am going to ask the minister of reconstruction for, for this year.

When you arrive at Borden, what do you find? There is a bottleneck there, the worst I have seen in America. To get on the ferry boat at Borden is a job, and to get off it at Tormentine is another job.

I cannot picture a group of women from the United States arriving at either of these places in Prince Edward Island, without dismay. In the one instance you have to back down on the boat, and in the other you have to go up a high ramp. I can picture them turning around and saying, "I will not do either; I will go back to my own country." In order to increase traffic you have to make it easy for people to approach the places they want to visit. There is not much ease in getting to and from Prince Edward Island on the present ferries.

I know we are having a new car ferry. I inspected it at Sorel. It is a fine ship. It will carry nineteen freight cars at a time. I believe last year some 19,000 loaded freight cars were ferried across the straits. It will carry about sixty motor cars at a time, and I believe last year some 33,000 motor cars and trucks were taken across the straits. On the day I went from Prince Edward Island back to Tormentine one of the officials on the ship with whom I discussed this problem told me that when he left Tormentine on the previous trip there were seventy-two cars left on the dock. People will not willingly wait for the ferry to make a return trip before they can get across to Prince Edward Island. A lot of them do; I did it myself, but I rebelled every minute I waited. When you come to the dock you want to get on the ship without undue delay. This new ferry will be all right for winter and summer, but it will not handle all the traffic in summer. I advocate another vessel, not a big one, but the regular type of ferry boat for trucks and motor cars—one on which and off which you can drive your car, instead of being obliged to drive up a high ramp, turn around the deck and scratch your car from one end to the other making the turn. That kind of transportation does not invite increased tourist travel. There again we have a chance to do something for that beautiful island and for maritime economy.

I think I shall finish with bottlenecks before I deal with resources. There is another bottleneck at the north side of New Brunswick. When you come to a place called Campbellton, if you want to take your car across the river you either go on a little dump of a ferry or you go up the river twelve miles,

cross a bridge and come back down again. If there was a proper bridge at Campbellton, across to Mission Point, so that tourists when they come to Campbellton could drive right across the bridge, it would be much better. Nine out of ten would go up that gorgeous route, the like of which you cannot see everywhere, into what is called Gaspé peninsula. If such a bridge were built it would open up the whole of the Gaspé peninsula to tourist traffic.

The last bottleneck I want to talk about is the automobile route between Saint John and central Canada. Today you have to go down to the United States or up the beautiful Saint John valley. The trip through the Saint John valley is worth anyone's trouble; the scenery is magnificent; but if you are in a hurry you like to get to your destination. I would build a concrete highway from Saint John straight through to Sherbrooke and Montreal and thus cut off many scores of miles between the maritimes and central Canada so that trucks and motor cars could drive through rapidly. If Canada is to advance, as I think it will some day, it must do for the maritime provinces what we are now planning to do for western Canada, and I am for doing both. I will support the minister of agriculture and the minister of reconstruction in a twenty year programme at \$10,000,000 a year to carry it on in western Canada. Now I want them to put through a 20-year programme, starting with at least \$5,000,000 a year, to get on with the maritime rehabilitation and maritime reconstruction. Otherwise the maritime economy may go down and down and her population will not increase as it should. It is high time that the maritimes once again held the position in Canada which they held years ago. In this house their members, by their numbers, held a big place. But today, through no fault of the members but through the fault of Canada, they are down now to four for Prince Edward Island, twelve for Nova Scotia and ten for New Brunswick. That does not build up a country. I want to see Toronto grow. I want to see Montreal grow. From years of business experience I know of trainloads of goods that were shipped east. I said earlier in my talk that 60 trainloads of goods from one plant, of 35 cars per train, were shipped to the maritime provinces. Instead of shipping 2,000 cars of freight you can double it by doubling the capacity of the maritime provinces, and you would double employment in Ontario just the same as you would double employment in the maritime provinces. That is what we have to do. There is a programme which will do something not only for the