

*The Address—Mr. McCleave*

opposition should be waxing eloquent about it while inviting others to join and do as we do, put themselves under the headsman's axe. The point is that for nine years tax reform has been discussed in Canada, by a royal commission and by the government. The white paper has been presented and the people have had an opportunity to deal with it. Considerable concern is arising because four or five different schools of thought have emerged on major issues. The senior government makes its decision, brings it in and leaves it to the people to suggest improvements. I would be happy if the Minister of Finance would not wait until spring but would do it now. The sooner certain issues are dealt with so the people know where they are, the better will be our economic climate. Finally, Sir, on the general topics that will engage this Parliament I hope that veterans legislation will be introduced at an early stage and that we will have an indication of the proposals of the government in the fields of income and social security.

I should like now to turn to several topics of particular interest to Halifax-East Hants. I will have an opportunity later to speak in greater detail about the Shubenacadie River crossing, because in the luck of the draw I think my notice takes position No. 15. Because the discussion is now going on between the government of Nova Scotia and the Department of Regional Economic Expansion, I should like to put in my oar for the Shubenacadie River crossing, which I think will do very much for northern and western Nova Scotia. The government of Nova Scotia, on Thursday, August 27, approved it in principle, that is, to include it in proposals now being studied by the federal government for a five-year plan. I am confident that the government of Nova Scotia will want to retain this crossing as part of its program.

In correspondence with the federal minister I noted that truck traffic into and out of the Annapolis Valley, to the east, is increasing, and because transport trucks are becoming heavier and heavier either bridges on existing routes will have to be improved or the crossing will have to be provided. There was evidence from the Annapolis Valley spokesmen, who are very knowledgeable about transport, that the crossing would indeed be a great boon to the agricultural interests in the Annapolis Valley.

Another point I made was that Valley agriculture would benefit because of a shorter haul to the Truro area. If a causeway were decided upon, a great inland freshwater lake would develop, thus providing a logical northern playland for metropolitan Halifax-Dartmouth as well as an extension of the metropolitan growth centre. Another argument I used was that Fundy tidal power will be developed. In light of hundreds of millions of dollars of construction work, no doubt important savings would be made by having a shorter link with Truro. Yet another argument was that there would be educational and health benefits for the people on the west side of the Shubenacadie River whose natural capital is Truro. I also suggested that the crossing is a logical link in a Fundy Trail.

I will have an opportunity to pursue this point in a couple of weeks time; my resolution will provide the

[Mr. McCleave.]

vehicle. I thought I would mention it now just to note that even with the change of government in Nova Scotia, that crossing has to be kept in mind by the federal government or I will be haunting both the federal government and the provincial government about it.

• (8:40 p.m.)

I should also mention that the time has come for a northwest arm bridge for the city of Halifax. I was stuck in a traffic jam the other day which could have been avoided had a bridge been in existence. It reminded me that sometimes conditions become so intolerable that strange voting patterns may develop. If I had not already voted on that day, I think I would have wreaked my vengeance on somebody for there being no northwest arm bridge, since I felt so keenly about it. People believe that transportation in the Halifax-Dartmouth area must be improved. That is one method.

**Mr. Knowles (Winnipeg North Centre):** How did you vote?

**Mr. McCleave:** I also suggest that when the Department of the Regional Economic Expansion commences its long-range plan for the metropolitan area of Halifax-Dartmouth, the most obvious way in which Halifax could become a super city, a real metropolis of, say, three-quarters of a million or one million people, would be the redevelopment and relocation of the city watershed. The watershed now is like a plug in the neck of a bottle; all the development goes out one side of the plug or out the other side of the plug, but does not go straight through the watershed. Unless a decision is made by all levels of government to relocate the watersheds so that land may be used as judiciously as possible for housing and industry, Halifax will simply not realize its potential.

Mr. Speaker, I am left with two topics and about one and a half minutes, although some of my time may have been cut into by an exchange involving the previous speaker. I will make one point and leave the other for a later date. It concerns containerization development as it affects Halifax. This is a noble idea and I have no quarrel with it. The difficulty, however, is that the stevedores and longshoremen are being hurt because the amount of labour associated with containerization is very small indeed.

I promised the waterfront workers I would find out what the federal government could do for them. I find that the following shipments of food will be made from Halifax. There will be 500 metric tons of canned fish for South Viet Nam. We are a long way from South Viet Nam, but we are glad to be handling canned fish. That shipment is for October. In November, February and May there are to be three shipments of 500 metric tons each of canned fish for Nigeria. From December 1 to March 31 there are to be 60,000 metric tons of wheat for Turkey. This shipment may go to Saint John rather than Halifax. Four shipments of 300 metric tons of food for Saigon are being arranged for November, February and August. If I did not have to gallop breathlessly down the home