

Natural Resources—Development

well-placed atomic bombs would put us in the position where nothing would be moving in Canada at all. As the editorial clearly points out, the financial difficulties of this province arise from having to farm money out to municipalities for all kinds of services. This province is going ahead too fast. The services that are being created for new people coming in, for new industries being set up and for industry being expanded, are putting a load on the provincial government and the municipalities they are not going to be able to carry. That is particularly true of the municipalities.

I think the federal government should take another look at the Maritime Freight Rates Act. They say they are doing it. I hope they are, because transportation costs are one of the biggest factors that militate against the establishment of subsidiary industry in the maritime provinces. I think they should overhaul the tariff schedules to find out what tariffs are militating against the outlying sections of the country. I think they will find a lot of revisions could be made in tariff schedules to help both the east and the west, particularly in those tariff schedules which are designed merely to protect central Canadian manufacturers.

I believe the federal government would be well advised to ascertain the possibilities of setting up a national development board. They should find out what the mechanics are, and what co-operation they can get from the provinces. But, in addition to that, there has to be a national investment fund to make capital available to sections of the country where risk capital cannot be found, and risk capital cannot be found today to develop anything in the maritimes. What development is going on in the maritimes they are trying to do themselves. I might say they are not getting very much help.

I hope the Minister of Public Works will remember a letter I wrote him a short time ago on behalf of a small section of one community which is endeavouring to create an industry. They cannot create that industry unless the minister's department builds a breakwater or provides anchorage for the ships or small boats they intend to use in a fishing and canning endeavour. They are working on it themselves and are getting it done by local capital.

I know the minister is going to put something in the supplementary estimates for that particular development. It is a co-operative development. This is one way by which the federal government can help in creating industry where local capital is being found for the development. The Atlantic provinces economic council has all the

machinery there. If the minister can find some money for them they can farm it out. They are finding local capital to develop some small industries, particularly in the Cape Breton area.

The four things I have mentioned are practical suggestions. They are within the powers of the federal government. The government can overhaul their tariff schedules. Their experts can tell them what tariffs are impeding the progress of the outlying sections of the country. The government can set up a national energy board and do a good job within the limitations of the federal government with respect to the resources of the provinces. They can think about a national development program and the finding of the money necessary to assist in the provinces, where people are endeavouring to establish something for themselves.

Mr. B. R. Leboe (Cariboo): Mr. Speaker, I should like to say a few words tonight on the amendment to the motion to go into supply. I would like to relate my remarks concerning the amendment to the constituency of Cariboo, where we have possibly a great deal more in the way of natural resources than most people realize. Accordingly, it is my opinion that the development of those natural resources depends to a greater extent on transportation facilities than on anything else. If we have not the transportation facilities in connection with the development of natural resources we just do not get the development.

The provincial government, of course, is providing an outlet from the great Peace river area in the form of the Pacific Great Eastern Railway, which is going to be of great help to those who are looking for the great development that is to take place in that part of the country. We have, of course, been advocating the recognition of this development by the federal government in the way of construction grants.

The federal government has offered a grant of \$25,000 a mile for 50 miles of construction. I have a feeling that in the not too distant future another look will be taken at this situation, and the results of the development going on in this part of the province will show that further construction grants are most desirable from the federal point of view.

Development is taking place in Cariboo riding as in other parts of Canada, and this does give a broader tax field to the provincial and federal governments. With the broadening of that tax field it is only reasonable that the federal government, benefiting as it does from that broadening tax base,