

Supply—Transport

construct grade separations at all the railway crossings in that province. I would like confirmation of the route this highway is to take. I think it should go direct to Halifax. I believe it should go along the Sunrise trail, the Northumberland strait and then down to North Sydney, in order to serve the people of Newfoundland. There are a number of railway grade crossings along this route, and I think it should be a condition of the construction of that highway that no level crossing shall be left in its entire length.

We from Nova Scotia were pleased at the announcement by the minister that a contract has actually been entered into for the construction of the causeway across the strait of Canso. I have always favoured a causeway in preference to a bridge. I would not care to recommend a bridge over water 180 feet deep, with the ice conditions, the tidal conditions and the wind conditions prevailing there. I do not think there could be any assurance that such a bridge would be made safe. Therefore I support the decision of the department to construct the causeway. I understand the executive assistant in Nova Scotia, Mr. McColough, and the deputy minister, Mr. Belliveau, came out strongly in favour of the causeway. I was associated with those gentlemen for a number of years, and I would have been very much surprised and disappointed if they had approved the construction of a bridge, in spite of the fact that it was recommended by some outstanding engineers.

I would ask the minister whether provision will be made in the construction of this causeway for a passageway for fish. Fish have been moving through the strait of Canso in enormous numbers for hundreds and thousands and probably millions of years, so I feel a passage should be left for them and the causeway should not be built in solidly. At least I believe the minister should secure the opinion of the Department of Fisheries before permitting the strait of Canso to be completely blocked by this causeway. I understand that at times the fish form an almost solid body in the water.

I would also ask the minister for some information as to the contribution of the province of Nova Scotia toward the cost of construction of this causeway. It has been rumoured that my province was required to contribute up to \$5 million.

Mr. Chevrier: \$5,500,000.

Mr. Black (Cumberland): The federal government has the responsibility for the construction of the causeway and is getting credit for it, but I feel this government has driven a pretty hard bargain with Nova Scotia if it is exacting \$5 million from that province so Nova Scotia may have a roadway across the

[Mr. Black (Cumberland).]

causeway. I would like also to ask what contribution the Canadian National Railways are making. I feel that in view of the benefits they will receive they should be very large contributors to the cost of this causeway. Perhaps the minister will advise us on these matters when he replies.

I am interested in the tenders, nine in all, that were received by the department. Some of them are very reasonable, more so than many people expected. One cannot help noticing, however, that the contractors in the locality are outbid by these big companies. It seems that any good big plum of a contract goes to someone outside the maritime provinces. It is only fair that contractors who have their head offices and their shareholders in those provinces should be given a preference in the letting of these contracts. At the same time I would like to put in a word on behalf of Canadian contractors in connection with the construction of the St. Lawrence seaway when the minister is in a position to undertake that project, which I hope will not be too long delayed.

I might also say a word with respect to shipbuilding. At the time of confederation and after Nova Scotia was one of the great shipbuilding districts of the world. I believe naval ships and those being built for this department should be built in the yards in the maritime provinces. I notice an invitation has been issued to hon. members to visit Sorel sometime within the next few weeks, where a ship called *Chignecto* is being built. I think it would have been very appropriate if that ship had been built in the maritime provinces, where we have been urging the construction of the Chignecto canal, though the minister has not given us any encouragement. It is almost adding insult to injury to build a ship up here and call it by that name. Apparently that is all we are to get as far as the Chignecto canal is concerned. I am quite sure, however, that it will be a good ship and will give the department good service in the years to come.

As I said a few minutes ago, this is a department of very great importance to the people of Nova Scotia and the maritime provinces. There are many appropriations we may discuss as they come before the committee, but that is all I am going to say now. I am looking forward to some recognition by the minister of the inquiries I have made, as well as those that have been made by other members on this side of the house.

Mr. Chevrier: I apologize to the hon. member who was about to rise, Mr. Chairman, but I am sure the committee will expect me to deal with some of the questions that