

marketing of this product because it is required to be shipped a long way and transportation is vital to the industry. My hon. friend from Cumberland has referred to Sackville. I have always believed that the building of stoves in Sackville is a negation of the general idea that you cannot have heavy industry in the maritimes. In this part of the province one of the heaviest articles of equipment is built, namely, stoves. They have to be shipped as far west as the Pacific coast and compete with similar products from central Canada.

We are concerned about anything that would detrimentally affect this industry. It is not my intention to pick out these industries particularly, but they just occur to me as examples of the industry in the region. I am sure the minister would wish to give his special attention to these matters and would not allow a change in policy of the nature suggested to jeopardize the continuation of this type of business.

• (9:10 p.m.)

I understand that by the substitution of express rates for less than carload freight rates a tremendous hardship is imposed which sometimes amounts to as much as 200 per cent or more, as has been mentioned by one of the previous speakers. I am sure the minister is not anxious to see that sort of thing continue, and I appeal to him to give his personal attention, at the first opportunity, to remedying this injustice. I believe there might be a severe injustice in the activities I mentioned.

I should also like to mention that the town of Woodstock in the county of Carleton has recently seen the establishment of a piano factory. Everybody knows that it is impossible to ship carloads of pianos. I think that the elimination of less than carload rates would be a very serious matter for them, although I confess I have not heard anything from these people; they have not made any protest to me. I am simply worried that this newly established industry, which is just now getting into operation, might run into trouble. When the premier of New Brunswick spoke the other day during the ribbon cutting ceremony, he visualized this factory as the future piano centre of the world. In view of the fact that there will be an election soon, his exaggerated language may be more readily understood. Nevertheless, he visualized Woodstock as the piano centre of the world. If he is right in some of these happy thoughts, then no one would want to interfere

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with this project. So, I ask the minister to look into that particular point as well.

I have now exhausted the notes that I have here. I hope the minister will give my comments the attention which I think they deserve.

**Mr. Robert McCleave (Halifax):** Mr. Speaker, I wish to join the hon. member for Cumberland (Mr. Coates), the hon. member for Kings (Mr. McQuaid), as well as the former premier of the province of New Brunswick in raising a grievance on these rates at this time. I shall make my chief point first, and I shall return to it later in my remarks.

When the new brave world of Canadian transportation was unfolded before us in all its wide flung splendour last year one assurance was given to Atlantic Canada, namely that our problems would be dealt with separately and fully and that in the meantime, until they were dealt with in this parliament, no harm would befall the citizens of Atlantic Canada. Yet, as has been so well unfolded by the previous speakers, we have had an increase in rates that was unexpected, unjustified and against the very spirit of the words proclaimed by the government spokesman, the former minister of transport, even though he or his successor may be able to hide behind the small print. So many of us on this side argued last fall when the transport act was being debated that no government and no parliament should attempt to deal with transportation problems on a piecemeal basis. If there were going to be a national transportation policy, then let it apply to all of Canada. We were assured that the government would deal first with the area west from Quebec. Then, they would get around to the specific problems of the Atlantic provinces and deal with them satisfactorily at a later date. However, this assurance hinged on two things: first, the words "at a later date", and second, that we were going to get the report of the special committee which had struggled with Atlantic problems for 10, these many moons. The later date is now, that is obviously to our disadvantage; the committee has reported, and that also is obviously to our disadvantage. I only wish that instead of being here, addressing you and other members of the house tonight, I and other members were out fighting this issue because it properly belongs in the hands of the people who can decide whether or not the government has kept faith with them. They have not kept faith with the people in Atlantic Canada.