

Highways

the man who most of all carried it forward in Nova Scotia. The present Premier of Nova Scotia is also in favour of the scheme, or was, during the provincial election of 1967. The Nova Scotia Federation of Home and School Associations has supported it, as have the municipalities of East Hants, West Hants, and Colchester, the towns of Truro and Stewiacke, the Tourist Council of Central Nova Scotia, and Annapolis Valley Affiliated Boards of Trade, the Truro Board of Trade, the Truro Area Industrial Committee, and the Fundy vacation trail committee of Nova Scotia and New Brunswick. All those bodies are in favour of the Shubenacadie River crossing.

• (5:10 p.m.)

In order to allow other hon. members interested in transportation in the Maritimes an opportunity to speak, I shall shorten my speech. As you may have noticed, I have not dealt with the Fundy Trail fully; I will leave that to my seconder, the hon. member for Moncton (Mr. Thomas). May I read part of the article "the publisher's column", by J. M. Murphy, in the *Truro Weekly News* of January 28. Mr. Murphy has promoted the idea of the Shubenacadie River crossing as follows:

The value of the 'intangibles' to them, which crossing would provide, would be the moving of provincial and federal government services emanating out of Truro, some 30 miles closer to them. These services include health, postal, RCMP, educational, Department of Agriculture, veterinary, Manpower, Unemployment Insurance, express and freight shipments by truck, and various commercial services among the many. The cost of transportation to and from Truro and the area would be lessened. The area would be opened up to the tourist trade, 85 per cent of which streams into the province through the Amherst border and North Hants would also be opened up as a new recreational and conceivably residential area, with a resulting increase in land value. Such places as Maitland and Noel might once again become important ocean shipping ports for such things as petroleum products, pulpwood, cement and the like.

It is interesting to note that the largest four masted vessel ever to be built in Canada was built in Maitland approximately 100 years ago.

I have placed on the record some of my thoughts. I have pursued this matter pretty zealously since East Hants became part of my responsibilities after the 1968 election. May I sum it up this way: the crossing can come into existence under either one of two federal programs. It can be done if the federal government adopts the 90-10 highway sharing formula suggested in the transport committee's report of July, 1969. The other way would be for the crossing to be included as part of an over-all regional development program under the Department of Regional Economic Expansion agreement with the province of Nova Scotia. I would not quarrel with either of these methods; I just want to see this done, and done soon.

The Acting Speaker (Mr. Richard): The hon. member for Northumberland-Miramichi.

Mr. Guy Crossman (Westmorland-Kent): Mr. Speaker, may I congratulate the hon. member for Halifax-East Hants (Mr. McCleave) for moving this private members' notice of motion because it deals with the improvement and further construction of highways in the Atlantic region. On December 16, 1968, a similar motion was

moved by the hon. member for Moncton (Mr. Thomas), and dealt with in this House. I say it was a similar motion, for it also dealt with the Fundy Trail construction. That, in part, is what I wish to speak about today. I think that the Shubenacadie River crossing is a matter for the provincial authorities and the government of Canada.

So far as the Fundy Trail construction is concerned, on December 16, 1968, I endeavoured to point out, while keeping in mind the importance of this trail to the promotion of tourism in the area, that it was also essential that a long look be taken at the over-all situation before establishing priorities. I mentioned at that time that only the southwestern part of New Brunswick has highways completed to modern standards. One of these is the Trans-Canada Highway leading from the Quebec border, through Woodstock, Fredericton and Moncton to the Nova Scotia border and also to the P.E.I. ferry crossing at Cape Tormentine. Another is the highway leading from St. Stephen to Saint John and from Saint John to the Trans-Canada Highway. I am also pleased to say that considerable work was done to the highway from Woodstock to Houlton during the 1970 season; but the completion of this very important artery is still in the future. The highways just mentioned cover in part the requirements in the south and west areas.

One short look at the substandard condition of the No. 11 highway linking the northern part of New Brunswick to the rest of the province along the eastern seaboard would convince anyone that the priorities agreed on in the special areas and highways agreement for 1970-72 were well chosen. The hundreds of towns and villages depending on this highway are hampered by seasonal weight restrictions and by lack of an easy access to markets for their perishable products of the sea. This part of the road lies along the coast of the Northumberland Strait. It is with concern that we realize that many of the bridges on this highway were built before today's heavy traffic was envisaged. The collapse of one of these bridges would cause a serious traffic tie up for indefinite periods. One bridge I have in mind is the bridge entering Bathurst. The traffic of today is really overtaking this bridge. If that bridge were to be out of use it would seriously hamper a most industrious town. Another bridge I have in mind is the Cocagne Bridge bridging the Cocagne River. If there were a tie up in those cases, great hardship would be caused along many miles of the coast of the Northumberland Strait.

Mr. McCleave: That is quite right.

Mr. Crossman: I have pointed out only a few reasons for showing that if any concern is felt for the possible future economic development of this large region, the continuation and completion of the new No. 11 highway should remain the No. 1 priority.

I have in my hand a document entitled, "Canada/New Brunswick Special Areas and Highways Agreement 1970/72". Numerous items in schedule B relating to highway construction show that the government of the province of New Brunswick saw eye to eye with the Department of Regional Economic Expansion on what I consider

[Mr. McCleave.]