

Atlantic Development Board Act

psalmist who said "I looked unto the hills, from whence cometh my help". As I say, this is a point on which he could consult the premier of Newfoundland.

In my opinion, the growth of industry and population in the Atlantic area will be the determining factor when considering the extension of the Atlantic development board act, and the clause terminating the act should be deleted from the bill. The board will have plenty of work to do from now until 1969, and well beyond that date. We are only now beginning to modernize our fishing industry and further development along these lines is required. We are finding new uses for our coal; one which I mentioned was in helping manufacture cement. But still further progress must be made if we are to raise the levels of income in our coal producing areas.

Transportation is an age old problem in the Atlantic provinces, and we need a second ferry between Nova Scotia and New England to help increase our tourist industry and provide a new outlet for our expanding fish production. The Minister of Transport (Mr. McIlraith) stated that this could not be justified economically; but I submit that a new ferry could be built, and that while in the summer months it would serve the tourist industry and our fishing industry, it may well serve as an icebreaker during the winter months when additional ferry service may not be required between Nova Scotia and New England. By 1967, when celebrating confederation, each Atlantic province should have at least one section of highway 100 miles in length built entirely by the federal government at the direction of the provincial premiers, to be called "confederation drive". The more highways we build the more we can hope to expand our tourist industry. The more we develop this country the more we strengthen our industries and the entire economy of the nation.

The Secretary of State, (Mr. Pickersgill) speaking at the resolution stage, quoted from a reprint of the *Atlantic Advocate*, in which Brigadier Wardell stated that he and the other Conservative appointees were ready and happy to serve in any capacity on this board. Being men of integrity and good character, as well as good Canadians, they would say no less. However, the Secretary of State did not quote the entire speech. Here, in my view, is the most important part:

The four provinces have many needs in common. The question is whether or not their disabilities are to be swiftly remedied. An immense effort is necessary if the economic lag is to be overcome. Only money can supply it. Massive investment over the next decade is the essential requisite. Of course, many human qualities must be added, qualities of judgment, industry, enterprise. These cannot succeed without the money.

[Mr. Crouse.]

In assessing the scale of the effort, I have repeatedly used the figure of \$4 billion to measure the total of public and private investment necessary in the area between now and 1980.

We have average incomes lower by a third than in the rest of Canada, with double the unemployment and half the capital investment per capita. We have a growing labour force, and everywhere mechanization tends to reduce the number of jobs available.

It must be our task to provide the necessary number of jobs at the requisite rate of remuneration to replace our existing substandard employment areas and to create opportunities for the unemployed as well as for the new entries into the labour force. The task is a formidable one. Our first duty is to face it and publicly to declare its scale.

This is the task, Mr. Speaker. But the scope of development that was planned by the Conservative party is of too great a magnitude for this Liberal administration. This is the reason that these members are being replaced and a cut-off date established. I hope that the government will reconsider its stand, recognize the magnitude of the problem and extend the termination date until at least 1980. We have seen what 60 days of indecision did to Canada, and especially to our construction industry. Let us not be indecisive where the Atlantic provinces are concerned. Let us use this bill by extending its expiration date until at least 1980. By increasing the amount of money available and by making the amount of \$100 million the least amount to be expended by the board, we could use the bill thoughtfully to develop and expand the opportunities in the Atlantic provinces so that our people may enjoy a standard of living and incomes comparable with other Canadians.

Mr. Regan: Would the hon. member permit a question?

Mr. Crouse: Certainly.

Mr. Regan: The hon. member spoke of the industrial expansion of the area. During the past six years what industry was brought into the province of Nova Scotia which employed as many people as Fairey Aviation or Cossor, which were brought in under a Liberal administration? Would the hon. member also indicate what new industries were established under the Conservative regime in industrial Cape Breton?

Mr. Crouse: This is typical of Liberal thinking. It is going backward. We looked at the problem and said that the Atlantic provinces needed development. We convinced the former prime minister to make available \$100 million and then an additional \$175 million. I suggest that all the junior hon. member from Halifax has to do is to fly over Nova Scotia and look at the expanding suburbs and he will see the development which is taking place.