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in the field of research and development. Industrial policy must concentrate on the strengths of Canada, both human and physical.

• (1750)

Our policy should clearly identify and deliberately support advancing technologies and industries such as the challenges in the electronic, microelectronic, communications and biotechnological fields. Our policy should also support a strong basic research role through national and academic institutions. With the changing complexion of the world economy, Canada is faced with the opportunity to move forward on the wings of change with the new wave of industrialization that is starting to take hold in North America.

In reality, we have no choice. The large and growing number of unemployed Canadians is repugnant to this nation's social conscience, and a great but aging industrial structure, which has given Canadians one of the highest standards of living in the world and the most generous social justice program, is finding it difficult to maintain those standards. Canada needs a new and enlightened industrial strategy to meet the challenge of a changing and developing world, and that policy requires a strong regional complement. We are merely in the beginning of a North American reindustrialization of such a magnitude that our regional problems may once again be overlooked unless we seize the opportunities that are presented and act to take advantage of them. Clearly we must build on strengths in areas of Canada that suffer from regional disparities, and this policy must be central to any national policy of economic recovery.

Before concluding my remarks, Mr. Speaker, I want to refer to four votes taking place tonight which are related to the economic issue now before the House. The purpose of those votes is to give all Members of Parliament an opportunity to indicate with their vote whether or not they feel these programs have been operated efficiently and fairly in the best interests of all Canadians. One vote will deal with the Canadian Home Insulation Program. All members who feel that it has been efficiently and fairly operated—and I am not one of them—will have the opportunity to express their feelings tonight. Another vote has to do with the Export Development Corporation, which has just financed a very large sale to another country at 9.7 per cent, which is a much lower rate than that at which Canadians, even the Canadian government, can borrow money. We will see whether or not all members feel its operation is commendable. A third vote will deal with the Canadian Oil Substitution Program and whether it has been efficiently and fairly operated. I do not think so, and other members will have an opportunity to show how they feel about it tonight. Finally, there will be a vote dealing with the Privy Council office, which is the catch-all for just about every research project which no other department wants to undertake. I hope members will avail themselves of the opportunity to show where they stand on that. Most certainly the members of my party will.

I feel there is a number of very challenging issues which face the government, not the least of which is development of the transportation system in the Atlantic provinces. We have in the Atlantic provinces the two deep-water ports of Halifax and Saint John. They contain the deepest water of any port on the Atlantic seaboard because of the configuration of the continental shelf. As hon. members know, the continental shelf is very shallow along the United States and the Atlantic seaboard, but the exceptions are found in Halifax and Saint John. We feel development of these two ports, which jut way out into the Atlantic, will enable them to receive the largest vessels in the world, bringing with them armadas of profit for Canadians. We can sell that transportation facility to the entire Atlantic seaboard for unloading huge ships and trans-shipping by rail or smaller vessel the cargo they carry. This means that Saint John and Halifax become assembly plants for all types of manufactured goods which can be exported to world markets through the two ports.

For the rest of the Atlantic provinces to avail themselves of this prosperity we need in place a modern transportation system. That, Mr. Speaker, is what we do not have in the Atlantic provinces. The Minister of Transport (Mr. Pepin), in an ill-advised move, wiped out one half of the rail passenger service in New Brunswick and Nova Scotia, and it has not been replaced yet with the high-speed trains which he indicated would make it a pleasure for us to not have this less expensive form of transportation. We have under study now before the air transport committee of the Gander Transport Commission applications for inter-city air transportation which, if a decision is forthcoming soon, will help solve the inter-maritime problems in transportation. But the heavier transportation of which I speak requires modern rail transportation, modern vessel transportation, and the development of our two deep-water ports which I think can help this come about.

Another area I hope the government will look at is in the field of electrical energy and the development of Fundy tidal power in concert with the Gull Island and Muskrat Falls development in the same grid in eastern Canada.

I notice my time has expired, Mr. Speaker. In fact, I am two minutes over, and I would like to thank you for your courtesy.

Mr. Fisher: Mr. Speaker, I wonder if we could call it six o'clock?

Mr. Deputy Speaker: The hon. member for Portage-Marquette (Mr. Mayer).

Mr. Fisher: Mr. Speaker, since the previous speaker had a couple of minutes left on his time I wonder if he would be so kind as to allow me a question?

Mr. Deputy Speaker: Does the hon. member for York-Sunbury (Mr. Howie) accept a question?

Mr. Howie: Yes.

Some hon. Members: No.