

corporations that have so many worldwide interests that the objectives and priorities of Canadians mean very little to them. I think we are less than we ought to be in failing to take steps to regain control of our own social and economic destiny in view of the greatness which Canada can achieve if governments had the courage and the imagination to let Canadians do the job.

Some hon. Members: Hear, hear!

PROCEEDINGS ON ADJOURNMENT MOTION

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

Mr. Deputy Speaker: It is my duty pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Hillsborough (Mr. Macquarrie)—External Affairs—Bangladesh—Establishment of Facilities in Dacca for Canadian Plenipotentiary; the hon. member for Dartmouth-Halifax East (Mr. Forrestall)—Pensions—Alleged threat of loss of allowances of blind persons working on LIP projects.

It being five o'clock the House will now proceed to the consideration of private members' business as listed on today's order paper, namely, notices of motions and public bills.

PRIVATE MEMBER'S MOTIONS

HIGHWAYS

REQUEST FOR FEDERAL PARTICIPATION IN CONSTRUCTION PROGRAM IN ATLANTIC PROVINCES

Mr. Robert McCleave (Halifax-East Hants) moved:

That, in the opinion of this House, the government should consider the advisability of declaring as rapidly as feasible a 90-10 formula of cost-sharing with the Atlantic provinces, of the highways program formerly carried on with those provinces by the Atlantic Development Board, and of joining with Nova Scotia and New Brunswick in the Fundy Trail project, and of joining with Nova Scotia in building a crossing across the Shubenacadie River.

He said: The resolution that I have presented for debate today is similar to one that was debated approximately 14 months ago. However, because it deals with an important matter, the development of Atlantic transportation, I do not hesitate to bring it forward again and, until the objectives of the motion are attained, I will be inclined to bring this matter forward on future occasions.

• (1700)

The most important thing that I can do as a federal representative for the East Hants part of my constituency is obtain some form of crossing, either causeway or bridge, across the Shubenacadie River. I shall devote most of my speech to giving reasons for my support of a Shubenacadie River crossing. I understand that other

Foreign Takeovers Review Act

hon. members have dealt with or will deal with the missing links of the Fundy Trail in New Brunswick.

The Shubenacadie River crossing is a dream entertained for more than 40 years by a group of citizens. A committee is actively promoting this idea, its chairman being one G. McLellan who lives in East Hants. The crossing concept is supported by the maritime provinces Chamber of Commerce, the municipalities of East Hants, West Hants and Colchester, the towns of Truro and Steviacke, the Tourist Council of Central Nova Scotia, the Annapolis Valley affiliated boards of trade, the Truro Industrial Commission, the Fundy Vacation Trail committee of Nova Scotia and New Brunswick. It is supported by the Nova Scotia Federation of Agriculture, as well as by other bodies. This idea finds general political support in the area. Perhaps of more appeal to the government is the support given by the East Hants Liberal Association.

The crossing may be either a causeway or bridge. The causeway has some advantages in that it would create a vast inland lake which could be used for recreational purposes and provide a water supply for several important towns. The disadvantages of the causeway would be the effect that it would have on wildlife. After I made my speech in the House on this subject some 14 months ago, I received half a dozen letters from various wildlife groups who said that the causeway would play hob with wildlife along the Shubenacadie River. On the other hand, building the causeway would enable land to be reclaimed for agriculture. So, those two factors must be weighed. I am not particularly taking sides on this issue at present. I am merely arguing in support of a crossing.

There are several advantages to a Shubenacadie River crossing. First, the crossing would fill in one of several unfinished links in the Fundy vacation trail. The Fundy vacation trail would be a natural railway for tourists, most of whom, as we say in the Maritimes, come from the Boston States. They enter southern New Brunswick and travel to Digby or Yarmouth in Nova Scotia, most of their trip being within sight of the Bay of Fundy. Second, truck traffic into and out of the Annapolis Valley, which is increasing, would have a shorter route in that it could cut across that part of northern Nova Scotia by Truro, and go up to New Brunswick, if that were desired. Third, there would be important advantages for agriculture, both in East Hants and in the Annapolis Valley.

Some day, Sir, Fundy tidal power will be developed, and the Shubenacadie River crossing will enable tremendous savings to be made in the transportation of materials used in the development of Fundy tidal dams. So, there will be savings of millions of dollars in transportation alone for that massive development, if and when it comes about.

I have just given the fourth reason. Fifth, personal amenities would be increased. The crossing would increase the ability of the young people of East Hants to travel to and from schools at Truro and go home for the evening without needing to travel 30 or 40 additional miles, as at present, in order to obtain their education. Shoppers would derive the same advantage, and a more adequate provision of health services would be an additional, important factor to be considered.