

Transportation

agreed charges, and in the western region competitive rates and agreed charges produced only 39.5 per cent. But I think in fairness, to make a comparison with the eastern region and the maritimes, you must include statutory grain rates, because they did not take any increase at all and competitive rates and agreed charges may have. Therefore, if you include the statutory grain rates, the western region is 69.5. That still leaves us on the low end of the pole.

My contention is that the maritimes are more dependent on the railways than any other section of Canada, and truck competition has not assisted our problems to any great degree; let there be no mistake about that.

These, Mr. Chairman, are my two main contentions. I wish the minister luck with respect to this bill that is being brought in after many years of consideration and study and, I might say, procrastination.

It is significant that in the United States, for the first time, a secretaryship is being established in the transportation field. One of the first speeches of the new secretary contained an appeal for co-operation between all modes of transport. The secretary said that he must have the confidence of all of them; that they must all work together. I am sure that is good advice.

Before I conclude, I cannot resist saying just on a general note that I cannot understand why the government seems to have such a fear of subsidies. It seems to be trying to get away from subsidies, and we in the maritimes are worried about this. We do not know what is going to replace them or where we are going. We think there is too much bureaucratic control in the government which is now running the affairs of this nation. They are concerned with continentalism and are even trying to revive the old myth of liberal free trade, and those of us in the extremities of the nation are going to suffer. I want to know in this connection whether we in the maritimes are going to receive consideration under these new policies. We did feel we were going places, but where is the great expansionist policy that we need?

How will this new bill, Mr. Chairman, bring about the industrial development for which we are so earnestly seeking? I see the Minister of Industry sitting in the front benches listening very attentively to this plea on behalf of secondary manufacturing in the maritimes. The new industrial incentive act has not helped us. Even if Halifax, Saint John and Fredericton were included, I would still have doubts about what benefit this would be to the Atlantic provinces.

I should like to digress for a moment because this certainly ties in with transportation and the development of secondary industry. If the major cities of Halifax, Saint John and Fredericton were brought within the ambit of the industrial incentive act, at least the bill would be strengthened and some of its aims and objectives could proceed. But to us it has been a failure. The St. Lawrence seaway, which was subsidized, of course, has not helped. We do not know just where we fit in many other directions. This government has created grave concern in this regard and seems to be suppressing the development that started.

I think the government is being pessimistic about us by adopting the terms of the present bill. No hope is given. It is taking for granted that we will not be moving ahead, which is not a very pleasant thing for two of the original partners to confederation to look forward to in our centennial year. But having said that, let me inform the committee that many speeches will be made by the members of our party. We have amendments to make to many of the sections, especially to the first section relating to policy which is very important because it deals with the objectives of the bill. Amendments will be moved by the hon. member for Peace River, the hon. member for Acadia, and perhaps others. I think its passage will take considerable time. But we are willing to co-operate fully, keeping in mind that we have a great responsibility in dealing with this giant bill which has taken so many years to bring about.

Mr. Baldwin: Mr. Chairman, as I look around this chamber it becomes apparent that the responsibility the government has in the general field of transportation it also has here this evening, trying to fill in the blank spaces. How could anyone look at a map of this country and not agree wholeheartedly with the Minister of Transport when he stressed the particular importance of this whole problem of transportation and transportation policy? I, for one, can bear witness to that.

Over the last eight or nine years since I have been down here—though not necessarily in direct relationship with the problem—the northwestern part of Canada, that great hinterland north of the 55th parallel and between the Rocky Mountains and the Canadian shield, has seen an enormous change in development as a result of transportation. Gas and oil pipe lines have moved into that territory. Railways have been constructed to the Pacific