

cost only to find that their main purpose is to speed the movement of people out of the region. Lower freight rates will be of little consequence if we continue to face the present lamentably high levels of unemployment, and improved facilities for the transportation of passengers by air and sea as well as through surface modes will not constitute much of an attraction for people who just cannot afford to travel.

We must recognize far more than many of us do at the present time that government expenditures alone, no matter how lavish and well intentioned and no matter from what level of government they originate, simply cannot generate the kind of wealth necessary to give Atlantic Canada the level of services and the standard of living that will make those of us who live there feel that we are getting our fair share of Canada's prosperity. Only economic expansion with the fuller employment it offers can have the type of impact this region so desperately needs. I believe therefore that it is to this we must devote our major efforts and the undoubted talents that this region possesses, some of which are well represented in this chamber.

Let me assure the House that there will be no lack of federal enthusiasm and support for any worthwhile proposal that may be advanced. Let me be equally frank, however, in saying that like many of you we have reached the conclusion that there is little real future in pouring good money after bad or in supporting impractical schemes simply on the grounds that something has to be done.

As we enter the 1970's I have a growing feeling—and this I have not touched on at all in my general remarks—that the Atlantic provinces can become very attractive to an increasing number of Canadians who are being compelled by events to reassess their value systems. In short, I believe there will be a growing attraction in Atlantic Canada. Perhaps it is too narrow a word to describe it in terms of the tourist industry, but nevertheless I refer to the whole concept of people wanting to get away from it all. I do not mean that those who live in seriously troubled huge centres of population are likely to desert these in favour of the way of life most of us in Atlantic Canada presently enjoy. I do think, however, that if we take full advantage of our natural attractions and shepherd them well, and if we provide, as I think we can, decent means of transportation and opportunities for economic growth as well as for the development of the other important dimensions of our lives, we can look forward to steady progress and to the attainment of the goals that have eluded us so often in the past.

I want to thank the House for its indulgence in letting me complete this report, and I hope it provides some information to members.

**Mr. J. M. Forrestall (Dartmouth-Halifax East):** Mr. Speaker, whatever the policy is, it is bound to dance, sing and skip to the lilting cadence of the minister whenever we get around to hearing it, and it will follow the old familiar tune. There is no question about that. There were one or two things in the minister's statement this afternoon that I think need immediate comment, such as the indication from the minister of the proposed separation of Air Canada from the Canadian National Railways. Frank-

#### *CNR and Air Canada*

ly, it comes as a surprise to me. It is a matter that has been discussed at some length in various circles.

We welcome the indication that study has been given to this matter, but I would express the caution that we be not overly hasty in this separation. We must maintain a political or institutional capability to control some concepts with respect to Air Canada, particularly that aspect of Air Canada that has to do with its national responsibility to serve Canadians from one end of this country to the other, not just in the most lucrative areas of the country. While we welcome the proposal, there is a necessity to project a note of caution with respect to it.

The minister indicated in a very clear manner, with respect to one of the major problems facing people in the Atlantic provinces, that he is in fact waiting for the premiers to agree. Hon. members are well aware of the necessity of coming up with some method of shifting the payment of subsidies from carriers themselves to some other aspect of the movement of goods, such as the shippers or subsidy. The fact the minister indicated that he is waiting for the premiers to agree on what is the best formula seems to me to be just another example of the length to which the minister and the government are prepared to go to avoid the required decisions, not only in Atlantic Canada where this has particular application but also throughout Canada. Western members who are deeply involved in the movement of wheat and who rely upon freight cars to move their product, are very much aware of the degree to which this government, while talking a lot, so far, has not been able to do much in a practical way.

We welcome some other comments made by the minister, such as the addition of substantially upgraded navigational aids for our airports, the upgrading of the runways, and so forth. These are all welcome. I regret deeply the indication from Air Canada of its intention to remove from the Halifax international airport its flight dispatch facilities as we are one of two areas of the world which have extreme difficulty with weather forecasting. The only other area that is as bad as ours is the Irish Sea. This is a matter to be regretted, and I think we must ask, as forcefully as we can, whether or not Air Canada has in fact received comments from the Department of Transport with respect to safety, and whether or not there is a prejudicial implication in the removal of the dispatch office from the Halifax international airport to Montreal. We wonder why there is a dispatch office at Toronto, another one 250 miles away in Montreal, and now they are planning to leave the next 1,000 miles of Canada without what is in my opinion a very necessary service, particularly with the unique weather forecasting conditions that arise in the Atlantic area and especially in Nova Scotia. The dispatch office at Halifax serves not only our own area. It serves Saint John, Fredericton, Moncton, St. John's, Newfoundland, Gander, Stephenville, Sydney, Yarmouth, Boston, Bermuda and New York. It is a service that has come to be relied upon by trans-oceanic pilots, particularly because it is in the middle of a very unique weather area. I suppose that the closer you are to the fire the greater is the heat. I wonder about the efficacy of this decision. I wonder about any decisions that are based on experiences elsewhere in the world that only take into