

whole country, and not to be concerned about just one province.

Some hon. Members: Hear, hear!

Mr. Macquarrie: I should like to say, in further extenuation and support of what our party spokesman said tonight, that we have lost something in this whole program by a diminution of the regional input to all these programs. I think one of the greatest mistakes ever made was the dismantling and destruction of the Atlantic Development Board.

Some hon. Members: Hear, hear!

Mr. Macquarrie: There we had the combination of the very best people in the area, the people who knew most intimately the problems of the area and were dedicated to eradicating the unfortunate circumstances, economic and otherwise, which have stemmed from regional disparities. The outlook of that body was distinct. I think much of our trouble has stemmed from that diminution. I would rather see an Atlantic Development Board than 20 regional desks and I think the people of the Atlantic provinces will agree with that.

So often in these days of excessive bureaucracy we have followed, discovered anew, followed again and searched out various sophisticated formulae, calculations and computations relating to incentives. I believe that I must assuredly come from the most studied, the most examined, the most investigated and the most planned-for part of the North American continent. We have all sorts of studies about us. I have been reading studies upon studies. I have just finished reading a report on the Newstart program. The opinions of a man with a respectable background and his views on the Newstart program are far from complimentary. I am sure the people of the Atlantic provinces are asking, when will these studies end and when will we begin a concrete attack on the problems which have dragged down the whole region ever since the days of confederation?

Surely there are many things to be done which are far more valuable than the introduction of a new, computerized incentives program. One thing which could be done for the Atlantic provinces would be a renewal of the Atlantic provinces adjustment grants. Of all programs which brought new courage and encouragement to our region, none surpassed the Atlantic provinces adjustment grants which were established in 1957-58 by the government which in this House I supported for six years. The time has come for a renewal of those grants so that the small provinces by the sea may meet the heavy demands for social services which their people in these days, quite naturally and properly, expect the provinces to provide. There are many obvious ways in which we may be assisted by the senior, national government to help ourselves. It does not require an elaborate bureaucracy to note that in the Atlantic provinces, because of our topography, we have transportation problems. We have been saying this for over a century. The federal government could assist magnificently by helping us to get to the

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markets of the world and especially of this continent, the products of our sea, our land and our toil. We have talked year in and year out about a corridor road. A substantial grant to the corridor road would do a great deal more good for the Atlantic region than the manipulation of the incentive formula.

• (8:50 p.m.)

We have been told in years past that Prince Edward Island would receive a causeway. In fact, in token of the Dominion government's commitment thereto, some \$20 million was spent. We have in New Brunswick in the constituency of my hon. friend from Moncton (Mr. Thomas), or near it, the newest and least used railroad in the continent—five miles of track headed for open sea. Would it not be a brave gesture toward Maritime self-help to build this causeway?

We all read with rapt attention the speech the Prime Minister made in Saint John, New Brunswick. He spoke glowingly of the opportunities the Maritime people would have in trade with the populous area of the northeastern United States. But how can we get into these markets without good transportation facilities? I invite the Prime Minister and I invite the Minister of Regional Economic Expansion (Mr. Marchand), who obviously is Crassus to Caesar, or Mark Antony to Augustus Caesar—one of the triumvirate, in any case—to reflect upon the importance of good transportation arrangements.

An hon. Member: Which one is Octavius?

Mr. Macquarrie: I would not like to say who that is. Nothing today is simple or direct. Must everything be complicated? Must everything be planned, super-planned, organized and reorganized? Cannot an assault upon long-standing problems be made in a frontal way? Does it take a genius to know there is tremendous potential in the Fundy tides? Does it take a Ph.D. to get across the truth that as long as the sun, the moon and the earth endure there will be tremendous power in that tidal force? What does it require to convince the federal government of the tremendous value of developing tidal power? Does another century have to pass into history before they will listen? How long, how long, how long?

Does it require elaborate repetition to get across the truth that in the Atlantic area, as in other regions, it is good economics and good administration to develop those things in which, to use the classical economists' phrase, we have a comparative advantage? In the midst of the elaborate spending on the regional development program in Prince Edward Island no way has been found, to give a homely and meaningful example, to get a freezer built for the 1½ million tons of blueberries produced in Hillsborough constituency alone. No way has been found to build a carrageen extracting plant. Thousands of men in the Atlantic provinces harvest thousands of tons of Irish moss. This moss is taken to Denmark or to the United States for final processing and then it is sold back to Canada. Would it not be a splendid thing to build an extraction plant right in the area?