

The Budget—Mr. Addison

of Alberta, you cannot turn right on a red light, but in the city of Calgary you can. Well, this is an absurd situation. We must have a uniform code for the rules of the road.

Each province has jurisdiction over traffic. I suspect, however, that as emergencies arise, as in the case of the Atlantic Acceptance bankruptcy, the provinces will return to the federal government some of their jurisdiction and this will enable the federal government to conduct more properly the affairs of the nation. In the near future I predict a return to the federal government of authority in so far as traffic legislation is concerned.

We have three agencies in the federal government interested in this problem. There is the Department of Health and Welfare, which is obviously concerned with the welfare of the people. We have the Department of Justice, which does not administer but which has established the Criminal Code. We have also a Department of Industry which should be responsible for setting standards relating to automobile safety equipment. The code treatment which has been proposed by the Minister of Industry will deal with the human, mechanical and environmental aspects of automobile safety. I hope that at this conference which is proposed all interested parties would have an opportunity for presentations. This would include unions, associations, clubs, manufacturers, provincial authorities, roadbuilding officials, municipal officials—all the people who are concerned with automobile safety across this country.

If we are to have any semblance of order, then these programs must be adopted. There is no reason why all the municipalities and all the provinces together with the federal government cannot agree on a simplified, standard traffic code for this country. Perhaps conditions vary slightly from one province to the other but it does seem to be nonsense for each province to have different standards, particularly when we are inviting people to drive across Canada and encouraging visitors to come to Canada.

In closing, Mr. Speaker, I urge the Minister of Industry at the earliest opportunity, to bring before the house the Canada-U.S. automobile agreement, so that we can examine it. We have not accepted it in the house as yet, but in theory we have accepted a continental automobile industry. I suggest that in the future we will also have a continental approach to traffic. Some members have given notice of their intention to introduce legislation in this field. If we have to

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legislate here, we must be very careful that we do not pass laws which will not apply to automobiles coming from the United States, and vice-versa.

I am not here to defend manufacturers, to defend governments or to defend anyone. This is a social problem. We spend millions and millions of dollars on old age pensioners, on grants to put our children through school and so on. This is a problem that can be cured and we know the cure if we will get down to work and adopt it. Last year the provinces gathered together, from taxes on gasoline, diesel fuel and motor vehicle license fees, \$831 million. This is a sizeable amount of money, and I strongly believe part of this money should be spent on highway safety investigation. The federal government, because it is the central government, must take the lead. We have been neglecting the problem. We must accept the responsibility. Certainly the fact the provinces have jurisdiction presents a difficulty, but we have had experience in that particular field.

● (5:40 p.m.)

As I said at the beginning my purpose is not to criticize any particular group. To me, the best interest is to act in accordance with the leadership of the federal government. We know that modern scientific techniques which have been applied to car and truck manufacturing, to the building of roads and bridges and to driver training can bring about a program that will substantially reduce traffic fatalities. Mr. Speaker, we have waited too long to bring this about. I suggest we start now.

Mr. J. M. Forrestall (Halifax): Mr. Speaker, in the few moments remaining in the Budget debate I wanted to place on the record matters that, had there been an extra 10 or 15 minutes, I should have gone into more thoroughly. However, I am grateful for the one or two remaining moments.

The first thing I wish to do is to thank the minister, and particularly the government, for the stated attitude that has been taken toward the maritime area, because the government will sit down in the near future with the provinces to discuss federal-provincial tax sharing for the period 1967 to 1972.

I hope that this attitude will be followed through to its hoped for completion. In my province of Nova Scotia this could result in an increase in revenue to the province of something in excess of \$50 million. I hope, Mr. Speaker, that the minister will not stray