

Canadian National Railways

I believe every hon. member of this house will subscribe. When the original maritime provinces joined Canada they did so with the knowledge that they would suffer certain disadvantages which would result from that wider association.

Mr. Murphy (Westmorland): I thought Canada joined them.

Mr. Drew: Shall we say that they also agreed to establish Canada as one united nation.

Mr. Murphy (Westmorland): That is right.

Mr. Drew: They did that on the assurance that from the point of view of transportation and economic development there would be a full continuing of the combined nation which would emerge from this association of the provinces. May I assure the hon. member who made the comment about Upper Canada joining the maritime provinces that there need be no argument as to which joined which. All the provinces played their part in bringing this about. The reference I was making to joining Canada was to the historical fact that there was some delay on the part of the maritime provinces in joining because of the insistence on certain support being given to the development of the provinces, which was the essential consideration in that historic association.

I mention that only to emphasize the fact that those of us who represent other parts of Canada, and primarily the government of Canada from time to time as the administrative body associated with the parliament of Canada in its activities, have a very special obligation to recognize the needs and aspirations of the maritime provinces and Newfoundland in the building of their own economies. These remarks apply to Newfoundland as well as to the three original maritime provinces, because Newfoundland has come into this partnership with wide and sweeping assurances. I read the three stated functions of the Atlantic provinces economic council only to emphasize my own belief that we should welcome the opportunity on this occasion, when approval is being given to the building of a line which will help to develop a particular area in New Brunswick, to indicate that we all support the principles set out by the Atlantic provinces economic council and that, so far as each of the provinces along the Atlantic coast is concerned, we recognize our own obligation to assist its economy in every way we can.

We hope that out of this initial development will come secondary developments, where the skills that can be used in employing raw materials will give profitable employment at high wages to many people in that

[Mr. Drew.]

province. There are undischarged responsibilities by the government of Canada to the province of New Brunswick, as to the other Atlantic provinces. This indicates our support of everything that will bring to effective use the raw materials that can be discovered. We do hope it will go a stage beyond this, and that also there will be encouragement of every kind for the erection of mills, the construction of industries and the expansion of employment opportunities that should go hand in hand right across the whole of Canada with the development of our own natural resources.

Mr. Blackmore: Before the measure carries, I should like to assure the minister that the Social Crediters in this house and throughout the country will be enthusiastically in support of it.

Mr. Marler: I should like to reply to two questions that were asked during the course of the discussion. The first was whether tenders would be called for the building of this branch line. I should like to say the legislation will contain the usual provision which requires that tenders shall be called.

The hon. member for Northumberland also asked whether it was intended that the work should commence at an early date and when it was expected that it would be completed. I should like to tell him that the management of Canadian National Railways is most anxious to have this legislation adopted so they may make an immediate start on the work of construction, and that it is expected the work will be completed not later than November 1, 1958.

Resolution reported and concurred in.

Mr. Marler thereupon moved for leave to introduce Bill No. 248, in respect to the construction of a line of railway in the province of New Brunswick by Canadian National Railway Company from a point at or near Bartibog in a westerly direction to the Tomogonops river in the vicinity of Little River lakes.

Motion agreed to and bill read the first time.

TRANSPORT**CONTINUATION OF AUTHORITY TO MAKE REGULATIONS AND APPOINT CONTROLLERS**

Hon. George C. Marler (Minister of Transport) moved that the house go into committee to consider the following resolution:

That it is expedient to introduce a measure to provide for the continuation for a further period of two years of authority to make regulations for the control of transport of goods in bulk including, amongst other things, the appointment of one or