

*Natural Resources—Development*

under the co-ordination of such a body as the national statistical advisory bureau which I have suggested.

The fifth important thing, it seems to me, if we are going to achieve the maximum successful development of our resources in this country, is this. I think the one real shortage we have in Canada today is in the field of trained personnel. Manpower, generally, is not scarce, and as evidence of that there is quite considerable unemployment in Canada today. But in the field of trained personnel we are lagging behind.

**Mr. Macdonnell:** Would the hon. member permit a question? I am interested in what he has just said about a considerable amount of unemployment. That is not my information, and I wonder if the hon. member could break that down a little?

**Mr. Low:** Yes, I can. At the present time the lumber industry in British Columbia is in a slump and there is quite a sizeable unemployment problem. The hon. member for New Westminster reports that there are 10,000 lumber workers unemployed in the city of New Westminster alone, the largest number in the history of the city. I just received today from Windsor, Ontario, a letter from one of the unions in the automobile industry complaining that they have not had so much unemployment for quite a long time as they find in that area now. So it goes in quite a number of areas across Canada. There is a considerable amount of unemployment in the general labour field.

But certainly no one can make that statement successfully in the field of technically trained personnel. What we do need there is a stepped-up, accelerated program of training of technical personnel. To this end we must be prepared to increase our bursaries, scholarships and so on in order to induce young people to go on and take training to the extent that we will have a bank of personnel sufficient to take care of the needs of the future. We believe that should be included in any national program that has for its aim the maximum development of our resources.

Finally, we will have to give a whole lot more attention to transportation and communications. I have been keenly interested in the development of our northern area, because I have had enough information on which to build a faith that this great northern area is extremely rich in resources that in time will contribute to the strength and security of this great country and the higher living standards of the Canadian people. But it is no use just leaving them there undeveloped. We must take positive steps now to see to it that wherever minerals are found,

wherever any great resource exists in that north country, we stimulate development, and it seems to me that one of the methods of stimulating is to provide adequate transportation so that people will be induced to go in and develop these resources with some decent chance of being able to market their products at a reasonable price. To do that they have to have transportation.

I have in mind, for instance, the very large fields just south of Great Slave lake in the Northwest Territories, not very far from the northern boundary of Alberta, where in recent years prospectors have discovered vast areas of base metals. It is estimated by the best technical brains we have in our country that there are no less than 60 million tons of high grade ore that can be mined in that area by open cut methods, which means that you do not have to go to the great cost of sending down deep shafts. You simply remove the overburden with drag-line steamshovels, blast the stuff up and move it to the smelters and refineries. If that base metal field is to be developed properly transportation facilities must be provided.

It would require approximately 300 miles of railway construction to put a rail line in there from Grimshaw, Alberta. If a rail line were built I do not think there is any question but that the development of the field would go ahead; and not only that, it would stimulate further exploration and development in the area where there is every evidence that minerals of all kinds away beyond present imagination would be found. That sort of thing has to be; but if you are going to get the development you have to provide the transportation first and not have transportation follow development. Somehow or other the railways seem to have got into the state of mind where they feel that development has to come first and be carried to the point where the railways will be guaranteed the full return of their costs right from the day they start running into the area. Where is their pioneering instinct?

It seems to me that the federal government through its various branches could give a great stimulus to the development of these resources in the far-flung areas of Canada by helping a little more in the development of transportation. When the province of British Columbia wanted to extend the Pacific Great Eastern Railway into the Peace river block and link it up with the Northern Alberta Railways in that great block they had to come to the government of Canada to see if they could get some help. Here was an example of having to come to the senior government cap in hand.