

Supply—Northern Affairs

My own province of Manitoba has been a pioneer in northern development roads from the beginning. Most of our roads to resources program is taking place in the northern part of the province in order to open up the rich resource areas here.

Typical of the northern resource development is the opening of the Thompson mine which will involve a community of some 12,000 people within the next four years and is based on the deposit of nickel there. To deal with the area north of the 60th parallel, I have in my hand a copy of the *Northern Miner* for May 4 which has an article reading on page 24 in part as follows:

One of Ventures' new undertakings of importance is its participation in the financing of Canada Tungsten Mining Corporation, now being moved toward production in the Yukon. Ventures had slightly more than a 14 per cent interest in the project and is maintaining this by purchasing 217,800 shares for approximately \$240,000, and \$389,136 principal amount of 6 per cent debentures with an additional 116,159 shares. Ventures is also obligated to provide, if required, its *pro rata* share of up to \$1 million working capital.

Then there is this particular paragraph:

With reference to Canada Tungsten, Mr. Fraser expressed appreciation for government aid and co-operation. Said he: "If the Canadian government had not undertaken the building of an 80-mile development road and had not agreed to contribute toward the cost of the 50-mile access road to the Canada Tungsten property, it might have been many years before the mine could have been brought into production or before further prospecting of the general area was vigorously pursued.

I read that because it is a concrete up-to-date example of the kind of development that is taking place much sooner than even the most optimistic could have anticipated under this roads to resources program.

I have been a member of the House of Commons for the past 10 years now and I do not recall anyone in the house ever suggesting that the problem of unemployment in the midst of prosperity is going to be resolved by one simple formula. I do not think it is a fair statement to suggest that any hon. member, including the Prime Minister, ever suggested in a simple generalization that roads to resources was the means whereby unemployment was going to be resolved. We all know that this is a North American problem. We all know, too, that it has been growing with cumulative effect ever since the end of world war II because of our failure to adapt our economy to the changing international economy as well as to domestic economics.

I sat in this House of Commons for year after year in the opposition and pointed out that Canada was living in an economic fools' paradise unless we came to grips with the adjustments that had to be made following the economic impact of world war II. Let us

stick to the main subject at hand, namely the mileage involved in the roads to resources program. I think we can all recognize that it is having a beneficial economic stimulus on the total economy.

Mr. Pearson: I am grateful to the minister for his clarification and I will try to resist the temptation of following him into a discussion of unemployment. I have here a quotation from the Prime Minister's statement in Regina of February 13, 1958—it is from the *Regina Leader-Post*—in which he talks about a work program, including roads, of \$1,185 million in order to assure jobs. It was a work program to assure jobs in so far as the 4,000 miles are concerned. Now the minister says he had in mind not only roads in the Yukon and in the Northwest Territories, but roads south leading to the north and access roads to the resources of the north. With a little bit more time I am sure the minister could find a good many more roads than even 4,000 miles of them because you could make a case for any road south being of value in opening up the north or leading in that direction.

The Prime Minister did not make any such suggestion as that in his broadcast, the text of which I have before me, and in which he talks about a road building program in the Yukon and the Northwest Territories. He said the program was 4,000 miles and there it is.

Mr. Dinsdale: Again, Mr. Chairman, I think this is just merely a matter of—

Mr. Pearson: Interpretation.

Mr. Dinsdale: —of different interpretations.

Mr. Pickersgill: Different figures.

Mr. Dinsdale: I think one of the essential features of the northern development program is the emphasis it gives to a new dimension in development in Canada. Up to fairly recently, the development has been an east-west development. I think we must agree that if we are going to move in a north-south dimension in terms of resources development, we must have access roads from our southern highway system. Typical of this is the Mackenzie highway which was completed last year and which now provides a highway into the Great Slave district which is an area of high mineralization. We could go into the Yukon and point out that the Alaska highway is an integral part of the northern development program. I think it all depends on the perspective from which you are viewing the subject.

Mr. Pickersgill: Would the minister say when the Mackenzie highway was started?