

Canada highway would be a hard surfaced road from the Atlantic to the Pacific within a decade and because of the activities of some of the members of the present administration during the last campaign, now the responsibility rests entirely upon this government.

The statement was made that the construction of this highway would relieve unemployment. I do not like to dwell at great length upon the troubles of the section of the country which I represent, but every hon. member of the house realizes that the unemployment situation is just as acute now as it was last year, if not more so, and this applies particularly to northern Ontario. Our settlers are suffering at the present time. It is true that we have a number of newsprint industries in northern Ontario, but the settlers who are quite a distance away from those mills could not sell their pulpwood last winter, having practically no export market for their surplus of wood or lumber; and if they had not received relief from the provincial and federal authorities they would have been close to starvation. The same condition exists in the larger centres of population. I have under my hand a press report emanating from Sault Ste. Marie, to the effect that thousands of people are jobless at the present time because one of the big newsprint mills closed down. The same applies to North Bay, to Sudbury and to Cochrane. In the town of Cochrane, which is my home town, we have some big developments going on. The railway is being constructed towards Moose Factory; there is the big hydro development at Coral rapids and so on, but the fact is that there are many people in Cochrane who cannot find employment. This is one reason why this government, during this coming summer, next fall and next winter, should spend large sums of money in implementing their promise.

Now I desire to quote an article from the Cochrane Northland Post, dealing with the unemployment situation there, and I believe this to be typical of a number of towns in that section:

May 14, 1931: There seems to be no limit to the number of unemployed that the town of Cochrane can harbour, from the appearances of the streets these days. Last Monday evening when the National pulled out of town, Railway street and Sixth avenue looked as though they were out to put Yonge street in the shade. It seems a pity that the citizens of the town are forced to either step off the sidewalk or else be jostled till their teeth rattle in order to get to and from work.

Several storekeepers have complained that the entrance to their places of business have become the stamping ground of the hundreds of unemployed that we have in town. Many of these unfortunate men seem to monopolize the sidewalk with a bovine-like indifference,

making it almost impossible for women with baby carriages, to say nothing of the decidedly coarse type of talk that is all too frequently heard. It is hoped that work will be resumed up north soon, before a series of robberies break out, which is inevitable with the large number of men we have here with no means of support. Already two or three have been reported. The ease with which liquor can be obtained does not help the situation any.

I am making that statement in order to help the people of this country to realize the situation which exists in that northern country. I do not want to mix federal and provincial politics, but because of the fact that this year the grant by the Ontario government to the northern development branch has been cut from \$10,000,000 to \$5,000,000 the situation there will be much worse. Now the responsibility rests upon this government to implement the promise made by all parties during the last election with regard to the construction of a trans-Canada highway. They can be positive that such implementation would be supported by every member of this house.

It may be a surprise to many hon. members of the house to learn that in Ontario, the richest and most thickly populated province in Canada, there are hundreds, if not thousands, of miles of new highway to be constructed in order to link up the east and west. As the Minister of Railways said last week in connection with another matter, the trans-Canada highway was never meant by his party, or in fact any other party, to be a new road running parallel to the present highway system in Canada. I believe that in Ontario we have the best highway system on the North American continent. This applies particularly to southern Ontario, because of its larger population and smaller area. In northern Ontario the same situation does not exist. I am not blaming anyone, because in the past it would have been absolutely impossible to construct highways in unpopulated areas—no more than it would have been possible for the government of Manitoba to build highways to the Flin Flon and other mining areas, or to Fort Churchill. Therefore, I am not seeking to blame any person because these highways have not been built in the north. The fact remains, however, that much of the highway construction necessary in connection with the trans-Canada highway must be in northern Ontario.

What is the situation in that connection? I will beg the indulgence of the house if I refer to what some people might regard as a local matter, which is in issue between the southern and northern sections of northern Ontario. I maintain that it is more than a purely local issue, however; I say it is a