

60 years later, the nationalized company we formed to pick up the pieces still has not retired all its long-term debt. Yet who would deny that the CN has contributed handsomely in the intervening years to Canada's development? So we should be prudent when we are tempted to question the usefulness of the *Route de l'unité* in Niger. The CPR, a century ago, also led nowhere.

As I said in the House, on February 20, development is difficult even in the best of conditions. And conditions are even more dismal in most developing countries today than they were a century ago in the stony stretches and frozen bogs of northern Ontario. Just like our railways, the developing projects we help to launch in Asia or Africa are typically those that are "uneconomical" for private investors -- and yet must be undertaken to make other projects possible or profitable. There is no foolproof theory to guide our action: each new twist in the great transformation -- the Industrial Revolution -- that started in Britain a century and a half ago has bred a new clutch of theories, *laissez-faire*, capitalism, socialism, Communism -- that have multiplied like rabbits in a clover patch since postwar decolonization established governments in the Third World determined to develop their societies and to "catch up", one way or another with the industrialized countries.

Yet there is a learning process going on. Developing countries are learning the hard way, as they try to adapt their development plans to changing world conditions and to exert some control over this process of change itself. Those among us trying to assist the developing countries, such as government experts in and out of CIDA, are also learning, through research, or trial and error, how we can make our development-assistance program most effective. I have indicated today some of the lessons we have learned in the last decade; there are many more, which we will attempt to embody in the new CIDA strategy for the years 1975-80.

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