

*The Address—Mr. Foster*

sleeper car accommodation and operating at reasonable hours. However, recently this service has been removed and only a Budd car service travels through the riding from Sudbury to Sault Ste. Marie, one departure being at 3 a.m. in the morning. We hear that this service is to be discontinued in the near future. I assure you, Mr. Speaker, that the people of Algoma will not allow this to happen without a great deal of resistance, and I will be there to assist in that resistance.

With the decrease of train service throughout the riding, the highways have become more heavily congested due to the heavy flow of trans-Canada traffic, both cars and freight trucks. There is a need for a further development of highway 17, the trans-Canada route, with the provision of passing lanes on hills so that slow-moving trucks will not cause undue congestion, and a four lane highway in the heavily travelled areas.

It has been proposed that a new road be built from Blind River to Elliot Lake, the Granary Lake road. This road would provide a logical access road to enable people to live in Blind River and commute to work at Elliot Lake. The development of this road is a necessity for the people of Blind River who, within the next year, will be losing their chief source of income, the Domtar mill. At the same time, it will provide for the Elliot Lake market a close source of manpower. This road, I believe, should be developed jointly by the federal and provincial governments as a spur of the trans-Canada highway.

With regard to water transportation, we have a serious problem developing on Manitoulin island. This island has traditionally been served by a regular ferry service between the Bruce peninsula and Manitoulin island.

For the past five years we have also had a ferry service between Meldrum Bay and Blind River at the west end of Manitoulin island. I understand it is proposed to terminate this service at the end of this shipping season. I do not have to tell the house what a catastrophe this would be, both for Blind River and Meldrum Bay. Both of these areas depend on this ferry to help stimulate and continue the tourist industry. The tourist industry is most important to the west end of Manitoulin island, and is indeed the main industry there. I cannot emphasize too much the importance of the continuation of the federal subsidy to provide this ferry service. This subsidy of some \$50,000 a year would be

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eaten up in no time with the welfare payments which would become necessary without a flourishing tourist industry.

On the other side of the coin, the same situation exists. If this ferry service were discontinued, Blind River would also suffer from the serious economic situation which is developing in that town, of which I have already spoken. It goes without saying that it would be a catastrophe for both ends of this service if it were to be discontinued.

Likewise, the ferry service at the eastern end of Manitoulin island, between Bruce peninsula in southern Ontario and Manitoulin island in northern Ontario, has problems. This ferry service has operated for many years, and over the years the number of tourists wishing to travel from southern Ontario to the beauties of northern Ontario has increased. It has become a problem because the ferry service that is available is no longer adequate. Often we have people who have to wait 12 to 15 hours in order to get a ferry across Georgian bay to Manitoulin island. It goes without saying that if we are to stimulate the economy of this area, this service has to be improved very soon.

The other main industry on Manitoulin island is agriculture, and we certainly have some problems in agriculture in Canada today. I am aware of many of these problems in this field, because of my profession. As a veterinarian I have intimate contact with many of the problems of the farmers in northern Ontario, and especially in the Algoma and Manitoulin districts. I believe that new approaches and new solutions must be found to the old age problem of low income for farmers.

I realize that the trend today is toward larger, more economic units in farming. Our main concern must be the welfare of these large units for the production of food. However, I believe that the government must have a small farms policy which will allow small operators who are in their declining years of farming, due to their age, to continue on the farm and still maintain a reasonable income on which to live.

I cannot emphasize enough the serious situation which has developed in northern Ontario in farming. The number of farmers is literally dropping off day by day and week by week. More and more are finding that they can no longer maintain a decent livelihood on the land and are turning to other fields of endeavour. This is especially true in the beef