

Supply—Northern Affairs

as indeed it was given by Mr. Lesage's predecessor, Mr. Winters, to the work of this very important department. When I say that I am not suggesting that the present minister is not showing energy and determination, because I know he is, and I also know something about his interest in northern development.

This is one aspect of the work of the department that I wish to talk about in particular, northern development. Those of us who heard the hon. member for Mackenzie River the other day must have been impressed by the very moving story he told concerning the tragedy which overtook 14 Eskimos in that part of our territory. We surely must have realized as that tragic tale unfolded that there is more to northern development than the development of the material resources of that part of the world. None of us can take very much satisfaction, and I am sure the minister takes no satisfaction, out of the development of these resources if we cannot at the same time develop our own sense of responsibility for looking after the indigenous inhabitants of that area in a way that will prevent this kind of tragedy occurring in the future. The *Financial Post* of August 2 carried an editorial dealing with development in the Arctic which included the following paragraph:

We have made enormous strides in seven years. We are building town sites, schools and airfields along the mainland and across the archipelago. We are taking care of 12,000 Eskimos and introducing them to the ways of civilization.

Unfortunately there were a few we were not able to take care of a short time ago. Our feeling of shock and regret—and that is too mild a word to use in connection with this tragic event—was well expressed in an editorial which appeared in the *London Free Press* of August 12, in these words:

If there was a murder, these officers—

The Royal Canadian Mounted Police—

—would spend months or years to run down the culprit. Would it not be well that the officers be assigned to see that the roving bands are supplied; if they lack food for the winter season to see that they obtain it or be removed to winter shelter areas.

If we Canadians heard of death through starvation in some of the less developed lands we would start a campaign, gather food parcels and rush them overseas. It happened at home, months ago and now we hear of it—a shocking tale.

I am sure we all welcomed the observations of the minister in connection with this matter when he indicated the steps that would be taken to prevent the recurrence of a tragedy of this kind in the future.

The importance of the development of our Arctic territory has been dramatically emphasized and underlined by the passage, I

believe within the last week, of two United States atomic submarines under the Arctic ice, which, in the application of a particular theory of international law, is Canadian Arctic ice. This magnificent achievement, and it certainly was a magnificent achievement, has strategic implications and also commercial implications which must be very much in our minds.

So far as the strategic implications are concerned, this is not the place to deal with them and I shall content myself by saying that the achievement of these two United States submarines reinforces our feeling of regret that our one naval vessel operating in those parts, C.G.S. *Labrador*, has been taken away from that kind of operation. So far as the commercial implications are concerned—and this surely has an important bearing on the development of the north, and I am sure it must have occurred to the minister as he read the news of this achievement—when the commander of the first atomic submarine to go under the Arctic ice, the *Nautilus*, reached London, England he is reported in the *London Times* of August 12 as having said:

There appears to be no upper limit to the size you may build submarines and I think cargo submarines carrying priority cargo such as oil are definitely coming along in the future.

He was referring, of course, to submarines operating with atomic power. I continue:

He said he thought that other commercial cargo carrying, under water, would be possible. "It must come, as you can travel more efficiently under the surface than above it." Taking oil by the Arctic route was "a very promising thing."

This opens up a whole new field of Arctic development. In view of the fact that we have these resources of oil, minerals and base metals of one kind and another in that part of Canada, as the minister pointed out, their development is bound to be handicapped by the expense of getting these materials to market. That was pointed out at the recent meeting of the Royal society, in Edmonton by experts on Arctic matters. While it is one thing to have these resources there it is another thing to exploit them economically and deliver them profitably to the markets of the world. If it could be done by underwater commercial craft we could have our resources there developed and exploited and moved to submarine ports from which they could be distributed to the markets which require them.

This may seem a pretty remote vision, but I know that visions do not intimidate the minister and this is certainly a question that deserves attention and examination. Perhaps before I get too carried away by this vision I might place on record that the estimated cost of the first atomic