

*National Development Policy*

demand. This is only prudent. This article in the *U.S. News and World Report*, a United States publication, describes the area of northern Canada and it goes on to say that:

United States planners heave a sigh of relief when they look at Canada's northwest.

In that great wilderness is a treasure trove of oil, nickel, copper, uranium and a host of other minerals that the United States needs in ever increasing quantities.

I quote this, Mr. Speaker, because we must look not only to the development of our resources for all Canadians in all parts of Canada but we must anticipate the demand and we must anticipate it in such a way that we shall maintain for Canadians now and in the future our economic sovereignty over the host of minerals that will be developed as a result of this program.

I close on this note, Mr. Speaker. We, in the Yukon at any rate, have long awaited the aggressiveness and the farsighted and visionary policies that this government is now putting forward and certainly the Yukon as well as the Northwest Territories, is just waiting to spill those riches into the lap of the waiting world. I am sure, Mr. Speaker, after having listened to the speeches of hon. members of the opposition so far in this debate, that we in the north can thank our lucky stars and the intelligent exercise of the franchise by the Canadian electorate on March 31 when they decided to accept the development policy of the present government, without which we would still be languishing, and I am sure in the future we would maintain, our position as a second-rate mineral producer. Thank you.

**Mr. C. R. Granger (Grand Falls-White Bay-Labrador):** Mr. Speaker, I am rising to support the amendment proposed by my leader. In spite of expansion there seems to be a tendency to tighten and to restrict trade. This seems to be the appropriate time to get on with some of those works and needed facilities which could not be done during the golden age of Liberal prosperity because people were busy doing other things; but I would like to speak particularly on transportation and specifically at the moment on the trans-Canada highway in the Atlantic provinces.

Even with the 50-50 formula, the building of the trans-Canada highway places very heavy burdens on the Atlantic provinces. The 90-10 support policy was not sufficient to relieve the pressure of this burden. My leader promised that if elected he would build 90 per cent of the mileage of the roads through the Atlantic provinces. I would like to request that if the government cannot see its way to carry out that policy, it at least consider giving additional help. In my own

[Mr. Nielsen.]

province of Newfoundland I would suggest that perhaps if the government would take over a hundred miles of the trans-Canada highway, that is an additional 100 miles, it would give a great deal of aid which would be of great value in completing a very badly needed facility. It would aid in the speeding up of the building of the trans-Canada highway from coast to coast and would permit the provincial government to give more attention to roads leading to the smaller and more remote settlements where road transportation facilities are badly needed.

In addition to the trans-Canada highway as it is now, I would like to suggest that a road leading from Grand Falls up the great northern peninsula be built and considered as a part of the trans-Canada highway and that some means of transportation across the strait of Belle Isle might be considered. Perhaps the most feasible would be a ferry on the strait but the possibilities of a causeway, which has already been mentioned, or of tunnelling under the strait, should not be overlooked. I know that in the future direct road communications between the island of Newfoundland and the mainland would be of great value.

In addition to roadbuilding in the island itself, there is strong reason to believe that a road built up the coast of Labrador would be very desirable. Perhaps for more immediate consideration we should think of air strips in Labrador. The forerunner of development is the float plane. After the float plane come the larger land planes which are required to bring in equipment needed to develop natural resources, and that indicates airstrips. Airstrips could very well be the forerunners of the roads to resources, the roads to development of the north, and I must admit I am particularly interested in the Labrador which, in a big way is my part of the north. It is also probably the oldest part of the north as far as our nation of Canada goes.

Then the matter of highways to supplement coastal services should be considered. This is not a new idea but I do hope that the idea, although it germinated during Liberal days, will not be overlooked. At the present time, at enormous cost, coastal steamers are built and operated, giving water transportation which has been traditional in Newfoundland for many years; but as roads begin to finger up the various and more remote parts of the island people are more and more desirous of having road communication. It is faster and more practical. Mail delivered by roads gets there faster than by boat, and I am not so sure that roads are more expensive than steamers. I would respectfully ask the government to consider the possibility of