can see, will make quite a contribution towards cutting down the 5 million ton annual shortage.

Now if enough of such projects can be developed — and there are many others actually started or on the drawing boards — you can see how India is going about solving her food shortage.

India also asked us if we would lend our aid to another problem. The State of Bombay is a highly populated and very poor State. Its transport system has fallen into a dangerous state of decay. It is just as important in India to be able to distribute food when famine hits, as it is to have the food to distribute. It is also important that when you put people on the land, they should be able to get to local markets and exchange at least some part of what they grow, for the purchase of their normal needs.

All this was seriously disrupted in the State of Bombay. The Bombay Transport Commission had been brought into being under the control of some able Indians and a British general who had spent the whole of his life in Indian transport. But they were short of capital and could not buy the equipment that they needed to set up a proper transport system; and so, at the urgent request of the Government of India, we aided the State of Bombay and gave them $5 million worth of up-to-date buses and trucks. A large proportion of these are now actually on their way to Bombay, and, when they are in operation, not only will the State of Bombay be better able to handle famine should it hit, but the normal life of the peasants and other poor people of the State will be greatly benefited by these new transport facilities. Bombay is a great port, and ample transport facility is the life blood of any port.

Pakistan's Problem

Turning now to Pakistan, we run into a different kind of problem altogether. When nations split, disastrous things happen to their economies. When Germany was split in two, her industrial half and her agricultural half became separated. Exactly the same thing happened when Pakistan split from India. India got most of the industry and lost the Punjab, which was the great 'bread-basket' of the old India. Pakistan got the bread-basket but had no industry at all.

To balance her economy, therefore, she urgently needs industrial undertakings, and these she is trying desperately to establish. It must be remembered that she is the newest country in the world, having been in existence for little more than five years and having to start from scratch with absolutely nothing at all. When I was in Pakistan last year, they were showing me the tents in which the Government first started in Karachi, without even pencils, rubbers, paper and the other elementals of a new government. Can you imagine a government without paper?

When Pakistan and India split, one of the greatest migrations in the whole human history took place. Roughly 14 million people moved; very roughly, 7 million Hindus moved south into India, and an equal number moved north into Pakistan. I have no time today to dwell on the gruesome happenings of that terrible migration. It suffices to say that it left both countries with a huge army of starving refugees. Pakistan has roughly 7 million of them. Now 7 million refugees are a political menace to a well-established country. They are a major national disaster to Pakistan, and something has to be done about them. What Pakistan is doing, is to set up new areas of irrigation and to try to settle them on the land as quickly as possible.

That Irrigation Project

One such area, and by far the largest, is the Thal area in the North-West Punjab. This is an area which will be irrigated from the Indus River. It is now a great sandy, thirsty waste. Thousands of miles of irrigation canals will have to be built, and every inch of those canals must be lined with cement. Houses have to be erected, villages built, roads put in — all requiring vast quantities of cement. It became obvious that the only practical solution was to build a cement mill right in the area. Fortunately, the limestone and other raw materials necessary are available. We decided, therefore, to assist Pakistan by building and erecting this cement mill for her, and this will take up about $5 million of her $10 million grant from Canada. The work is now underway, and we hope to have the mill out there and erected within two years.

If a nation is to be industrialized, she must first know what raw materials she has — and this Pakistan did not know. We arranged with her for an aerial resources survey of her country, and a Toronto firm, which took this contract, has now its men and 'planes in Pakistan actually operating on such a survey. Within two years, we hope to have produced a resources survey map, which will give indications of what natural resources are available and where they are most likely to be found. I do not think we could have made a better or more fundamental contribution to the future of Pakistan, than to undertake this job for her.

To any country trying to develop, communications are vital, and Pakistan was fortunate in obtaining a loan from the World Bank for the rehabilitation of her railways, largely for converting them from coal to diesel operation, because she can obtain fuel-oil but has no coal. Her tracks, however, were in a very bad condition, and thousands of miles had to be relaid to accommodate the diesels. Since we have a wood industry in this country, we agreed to give her nearly $3 million worth of wooden railway ties, to help her with this task. These ties will shortly be on their way to Pakistan.