

*The Address—Mr. Burton*

certainly no wonder that the ambition and incentive of some Indian people to progress with the times has all too often been stifled by the smothering paternalism of Indian affairs administration over the years. I fully recognize, Mr. Speaker, that there are dedicated people in the Indian affairs branch who are working hard to do a job as best they can, and I also recognize that the branch has in theory produced many plans which were very laudable and commendable in their concepts and objectives. However, it seems that many of these plans and ideas have been stifled in implementation.

• (8:20 p.m.)

Transportation problems and policies have been a matter of concern for legislators and governments throughout Canada's history. The people of Regina East are concerned as well with many aspects of transportation policy. A major concern of my constituents and of all Canadians must be to keep abreast of changing and advancing transportation technology. New developments are taking place in transportation technology today which have the potential of outdated accepted forms of transportation within a very short period of time. One of the most exciting prospects at the present time from a long run point of view is the possibility of new developments in pipe line transport.

At the same time, comparative costs, total cost factors and investment in transportation facilities are also critical. The lack of planning in the development of transportation facilities in Canada in the past has imposed a severe burden upon our economy. Surely, we can now learn from the lessons of the past and decide that transportation is to be dealt with in a sensible and planned fashion. This must involve the co-ordination and integration of all means of transport and decisions must be made with respect to the most economic means of transport in both specific and total situations.

One example where planning is needed at the present time is with respect to the transport of potash to markets, as was brought out in this debate by my colleague, the hon. member for Yorkton-Melville (Mr. Nystrom). Over the past several years rail facilities have been developed to handle the transport of potash from Saskatchewan mines to the west coast for trans-shipment and also transport to United States markets. This has involved a large investment in facilities by the railways and in addition it has meant a considerable

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investment in both financial and human terms by the people involved in the movement of potash. Specifically, I refer to railway employees at a point like Melville where I lived for several years. Railway employees there, on the basis of the facilities developed, have invested in homes and sunk their family roots in this community. It would appear that the railways are now attempting to exploit their monopoly situation and exact the greatest possible revenue from the movement of potash. On the other hand, it could be that the potash companies might attempt to play two forms of transport off against each other. While there are some people who feel this is the way the economy should be operated, there are many others who feel this is a senseless and wasteful way in which to deal with our economic problems.

Both federal and provincial governments are going to be involved in this situation sooner or later. I would urge the Minister of Transport (Mr. Hellyer) to acquaint himself with this situation and to take action to ensure that the policy being followed by the railways is in the public interest. On the other hand, I think that the provincial government in Saskatchewan will have to take a close look at the question of truck transport, since the provision of roads and some part of road transport falls under their jurisdiction. This situation is a test which could indicate whether the government really intends to take a new approach in dealing with economic problems.

The city of Regina also has some transportation problems which I would like to draw to the attention of the Minister of Transport. Air travel connections from Regina to eastern Canada leave a great deal to be desired. Some trips to eastern Canadian points involve a travel time of nine to ten hours of which only some four hours are spent in the air. I would like to urge the Minister of Transport to take action to ensure that Air Canada provides direct flights between Regina and an eastern Canadian point and if possible link such a flight with a direct flight to Canada's west coast.

The main line of the C.P.R. passes through the city of Regina. However, it is a matter of regret that the only passenger service made available to the people of Regina by the C.P.R. involves train stops in the early morning hours. Several years ago, strong representations were made by many people in Regina, including myself, to the Board of Transport Commissioners to ensure that there was a