

The Address—Mr. Pinard

Mr. Winters: I wonder if the hon. member would allow me to say that the figures I tabled covered projects for which the drawings and specifications were completed, but there are other projects under active consideration and the shelf is being increased.

Mr. Wright: I am glad to hear the minister's explanation, but I submit that he has left it dangerously late to get his plans in order. It is now four years since the war, and if those are all the plans he has prepared it does not seem to me that they are adequate. Employment could be given to 40,000 people for the next ten years on constructive work in my own constituency. There is need for a power site at Fort à la Corne on the Saskatchewan river where some 80,000 to 100,000 horsepower could be developed.

There are three uncompleted lines of railroad in the constituency. One runs from Regina through Melfort up to Gronlid. When it was first built it was intended to be extended through to Nipawin and from there on to meet the Hudson Bay railroad to Churchill. This line was built back in the twenties by the Canadian Pacific and I suppose the government cannot do anything about it.

But there are two Canadian National lines. One runs to Arborfield and another runs from Saskatoon through Melfort up to Carrot River where it stops. Settlers have gone in to points fifty miles from those railroads to open up the country, but the government apparently has no intention, at least in the immediate future, of extending these lines. The line which ends at Carrot River should be extended through to The Pas in Manitoba to meet the Hudson Bay railroad. That extension would open from ninety to one hundred miles of the best farming country left in western Canada. Three years ago the Saskatchewan government took certain lands out of the forest reserve some thirty miles from Carrot River and established co-operative farms. Two years ago they had under cultivation 2,500 acres of land; this year they put another 4,000 acres under cultivation, and next year they propose to have a further 6,000 acres under cultivation in that area. There is easily twice that much land which has been broken up by individuals who are located 30, 40 or 50 miles from the railroad.

These lines should be constructed because they would prove to be an asset. They would open up new country and give employment. Why should we worry about a depression in Canada? Why should we worry about places to spend our money? We have plenty of places. What I have said applies also to the line that ends at Arborfield. It should be

extended through to meet the Hudson Bay railroad. This extension would open up new country and provide additional employment.

The line that ends at Gronlid should be extended to Nipawin. The area through which this extension would pass is one of the best mixed farming areas in western Canada. They have a greater diversified production in that area than in any other area in the west. We produce honey, five million to six million pounds of alfalfa seed a year, red clover seed, grass seeds, peas, rape, registered grains. The land has been tested for the production of sugar beets. We could have a sugar beet factory there. The land is suitable for the production of sugar beets without irrigation, and would justify the establishment of a factory. We have power on the Saskatchewan river. We have everything there except—

An hon. Member: Government co-operation.

Mr. Wright: Government co-operation to go ahead with these schemes and make that province a diversified one instead of a one-crop province as it is at the present time. Those are some of the things which I should like to bring to the attention of the government. I am one of those people who do not believe in hollering blue ruin. I believe we have a great country, and I think all we need is the courage to go ahead and develop it.

Mr. Roch Pinard (Chambly-Rouville): In rising to participate in this debate, it is my intention, while trying to adhere strictly to the rules of the house, to discuss some aspects of the political situation in Canada today in the light of recent developments and circumstances. Amongst the many changes which have made of the year 1948 one of the busiest and most active in the political life of Canada, an all-important event has taken place. I refer to the change in the leadership of the Liberal party during the month of August. If one recalls that our party has experienced such changes only three times since 1893, a period of fifty-five years, one is bound to admit that the event of last August is of very great significance.

It is true that a similar change has also taken place in the Progressive Conservative party, but one is not surprised if in this case the event did not attract the same attention or offer the same interest to the political observer. The reason for such indifference is easy to understand. Even to the most enthusiastic of moving picture fans the sixth or seventh marriage of a Hollywood star cannot offer much interest. Likewise, even to the most devoted, or should I say the most hardened Tory, the advent of the tenth or eleventh leader in the last forty years, to