

Supply—Transport

major projects it is necessary to become somewhat repetitious if they are to be eventually achieved. I am also reminded of the old adage that it is the noisy wheel that gets the most grease. We who represent the prairie provinces, who are a relative minority, are looking to the day when there will be an equalization of opportunity right across Canada, particularly in reference to economic matters.

In addition to the query that comes to mind as a result of the increase in the deficit payment as indicated in the estimates, I mention this topic because of the realization that Manitoba and the prairie provinces generally are gradually coming into their own, and they are winning the struggle with a minimum of outside assistance. They used to pull the legs of westerners a few years ago, and perhaps they still do, by saying that all wise men come from the east. The westerner who was on his toes would immediately reply, "That is true, and the wiser he is the faster he comes." But obviously that has not been the case, because the prairies have been suffering a decline in population which has been highlighted by the current discussions on redistribution. However, we are gradually making progress in this uphill struggle against vested interests and prejudice. We are getting there slowly!

This was pointed up rather dramatically the other day, so much so that according to comments in Manitoba newspapers even our own citizens did not quite accept the statement at face value, when the hon. member for Churchill made the claim that in the not too far distant future northern Manitoba would become the nickel capital of the world. He went on to say, and this was news to me, that we have four potential Sudburys in the vast area of northern Manitoba which at present is little more than a wilderness. That was news even to Manitobans, and I am sure it was rather startling information for members of the house.

A further reason I bring up this topic is that the success of the Hudson Bay railway and port is very closely connected with the realization of those potentialities which were outlined by the hon. member for Churchill. Then, too, last July it was my privilege to join the Manitoba government in an excursion. The "Northern Light" excursion up to the port of Churchill was my first contact with that part of our province. We visited the well known mining developments at Flin Flon, Snow Lake and had a chance to see first hand the development taking place at Lynn Lake. I was quite amazed to see

the promise for the future, and also the realization of the present in these mining developments.

Another aspect of the future of northern Manitoba that appealed to me was the possibility in the tourist trade. Actually, the excursion undertaken by the members of the Manitoba government was in connection with the opening of the highway to Flin Flon. This means that road transportation is available fairly well up into the northern part of our province. With the opening of the highway we now have good road connections all the way from the peace garden on the international boundary—about which we have heard earlier in our discussions in this house—through Manitoba's national park, Clear lake, right through to The Pas and Flin Flon. Each one of these parts of Manitoba offers a major tourist attraction which is only now being realized by that great source of tourists, our neighbours south of the border.

Both The Pas and Flin Flon have been very enterprising in this regard. The Pas has its annual trappers' festival which is becoming well known across Canada, and last summer Flin Flon observed its first trout festival. This festival drew a good number of United States tourists who took part in the special festivities, and the venture was so successful it is to be repeated and enlarged this year.

The Chairman: Do tourist matters come under this department?

Mr. Dinsdale: I was going to say, Mr. Chairman, that I believe that is one of the reasons why the Hudson Bay railway is of tremendous importance, not only to Manitoba but to all parts of Canada, for the railway carries the tourists right through to Churchill with its historic sites, beluga industry pioneered by the hon. member for Dauphin, and many other attractions. Another reason for its importance is the military developments taking place at port Churchill. I was quite amazed to find the extent of this development. There had been rumours of activity in that area, but because of the necessary demands of security, we had not heard too many details. It amazed me that, even though we were only able to look at it from the outside, the obvious development has not provided more revenue for the operations of the Hudson Bay railway.

I go on to state other reasons for introducing this subject tonight. It is tied up, of course, with the whole matter of the decentralization of industry about which we have heard repeatedly from western and maritime members. It is tied up also with the necessity for developing power projects which lie in