

Supply—Northern Affairs

have personal knowledge of the effect the Stewart-Cassiar road will have upon the development of northern British Columbia. When it is completed it will offer a means of removing natural resources from the sites in which they are located at the moment to a deep sea shipping port.

There are also some other factors that must be taken into consideration. It is true that such a road will have a beneficial effect upon the Cassiar Asbestos Corporation in northern British Columbia. We hope it will have a beneficial effect on the Grand Duke mine which has been discovered in that area and where they have now blocked out more than 26 million tons of a fairly good grade of copper. There are many other mineral deposits under claim in that area that will be beneficially affected by the completion of this Stewart-Cassiar road.

However, the vision of this government should not stop merely at Stewart or the other terminus of the road, Cassiar. The government should consider, if it has not already done so, the extensions that must be made to the Stewart-Cassiar road to provide access into and out of the area other than through the deep sea shipping port at Stewart. I would point out that connected with the proposed route of the Stewart-Cassiar road there is a very well defined, broad low level valley extending from Kitimat through Terrace and Aiyansh and northward through that area. In part of that area roads have already been constructed. I suggest that the government should give a good deal of consideration to participating in a similar financial way with the province of British Columbia in order to connect the proposed Stewart-Cassiar road with a road system extending down the Kalum valley to Terrace, highway 16, the C.N.R. line and deep sea shipping ports either at Prince Rupert or Kitimat.

I would also suggest that there are other mineral resources in the area farther to the east that require road access to them. Just north of Hazelton a group of citizens, using their own money and logging equipment, undertook last year to start the construction of a road heading generally in the direction of the Stewart-Cassiar road. They hope to link up that area farther to the east with the area to the north that will be affected by the Stewart-Cassiar road.

What the mineral potential is in that whole northern half of British Columbia may be known to some extent because of exploration work already done by prospectors and mineral claims that have already been established. But in addition, and I am sure the minister will agree with this, there is still a vast potential of unexplored mineral land in that

part of the province. In past years the attitude has been that people should pioneer and develop an area first before the government would consider building roads into it but I hope sincerely that the present government will reverse that attitude and on the general basis of potential mineral, hydroelectric and industrial development in the area will undertake to build roads first knowing full well that they will have to be built in any event. I hope they will undertake to build roads first so as to assist in opening up the country and bring about the more economic development of the mineral resources that we know are there.

I just want to make one or two comments about roads to resources, or whatever term they are known by, in so far as British Columbia is concerned. If the minister wants to go one step further than the former government, and I am sure he would like nothing better than to outdo the Liberals at every opportunity; if he would like to show that so far as British Columbia is concerned this roads to resources program really means something he will not rest content with merely carrying out the program of 50-50 participation in the Stewart-Cassiar road but will exercise his ingenuity and imagination and give expression to what I am sure is his heartfelt desire to open up these areas by taking a look at the road connections which must be made between sparsely settled areas that have a road system of sorts and those areas that do not now have a system. He will enter into immediate negotiations with the provincial government to extend the provincial highway now existing between Kitimat and Terrace, from which point onward to Aiyansh the highway is now being privately constructed by the Columbia Cellulose Company, and for the extension of that road system farther northward until it meets the Stewart-Cassiar road. The area will then have access by road and rail and by shipping. In addition, he should also take into consideration the potential mineral and agricultural area to the east north of Hazelton and also enter into negotiations to provide a connection between the Hazelton area and the northwestern part of the province.

Mr. Cadieu: Mr. Chairman, in my few brief remarks I first want to congratulate the Minister of Northern Affairs and National Resources for bringing such a worth-while program before the house, one which is long overdue. The people of my constituency are deeply concerned about northern road development. I must also pay tribute to those people of Meadow Lake constituency who have formed Meadow Lake Freightways and have bulldozed a winter road through to the

[Mr. Howard.]