

*The Address—Mr. Simmons*

If we examine the history of any nation we find that it develops along with the development of its means of transportation and communication. Ancient cities grew up on caravan routes or avenues of water transportation. Many nations have grown because they knew how to utilize sea transportation. Then came the construction of canals, to be followed by railways and later by highways and air routes. As far as northern Canada is concerned, we have seen the impetus given to northern British Columbia, Yukon Territory and Alaska by the construction of the Alaska highway, the Haines highway, the Whitehorse-Mayo road, the Carcross-Atlin road and all-year airports. We have also seen the impetus given to the development of Yellowknife and the great fishing industry on Great Slave lake by the construction of the Mackenzie highway from the railhead at Grimshaw, Alberta to Hay River on the southwest shore of Great Slave lake.

The need for improved transportation facilities for the development of our economic life is recognized by the construction of the railway from Seven Islands in Quebec to the iron ore deposits in Labrador, and by the extension of the railway to Lynn Lake in northern Manitoba. By the same reasoning we must be prepared to improve the transportation facilities of the Yukon and Northwest Territories, in order to reap the benefits of our northern inheritance.

In our system of free enterprise, which has worked out so well for us in the past, a most effective role has been played by the co-operation of risk capital and government assistance and encouragement. The construction of the Canadian Pacific Railway with government assistance not only helped to knit a number of widely scattered provinces into a nation, but opened up the west. As the federal government owns and administers the natural resources of the Yukon and Northwest Territories, including the vast potential mineral wealth, it is my contention that it should construct and maintain trunk and resources roads required for the development of these natural resources.

I have referred previously to the vast base metal potentialities of the Yukon. It is now anticipated that the Mayo-Keno area is destined to become one of the largest silver-lead-zinc mining camps in Canada. This region is served by the Whitehorse-Mayo road, which was recently built by the Department of Resources and Development; and its effect in stimulating mineral production has been encouraging. This road, 247 miles in length, contains three ferry crossings over the Yukon, Pelly and Stewart rivers. The traffic over

this highway is increasing steadily and the ferries are proving to be bottlenecks. I think the time has come to consider the construction of permanent bridges over these rivers to replace the ferries.

The urgent need for the construction of a connecting all-weather road from Stewart Crossing on the Whitehorse-Mayo road to Dawson city is well recognized by the Department of Resources and Development, and I would respectfully urge that construction of the project commence early next spring.

When considering the development of the Yukon we must also consider its means of communication with the rest of Canada and the outside. An examination of this kind indicates the importance of a railway through northern British Columbia into the Yukon and on to Alaska. Such a rail link would be of far-reaching advantage to the future development of British Columbia, Yukon and Alaska, and our defence on this continent.

I have dealt briefly with some of the transportation problems of the Yukon. May I refer to similar problems affecting the Mackenzie district of the Northwest Territories. I have mentioned the mineral developments at Lynn Lake in northern Manitoba and Pine Point on the south side of Great Slave lake. This belt contains the new uranium deposits on the north side of lake Athabaska. Just across the lake from Pine Point lies Yellowknife, which as I have previously stated is a mineralized belt stretching through Hottah Lake to Eldorado and on to Coppermine. There is another mineralized belt at the east end of Great Slave lake and the potential oil-producing area at the west end. Just look at these places on the map and figure out how we are going to develop them. We get back to the well-tried combination of capital and government assistance in the provision of transportation facilities. It would, therefore, seem logical to me that the railway line should be extended from Lynn Lake in a northwesterly direction to the uranium development on the north side of lake Athabaska, on to Pine Point on the south side of Great Slave lake and thence in a southerly direction to connect with the Northern Alberta Railways and a Pacific coast outlet by rail. Orderly development would also call for an extension of the Mackenzie highway to Mills Lake and Yellowknife, with feeder roads to neighbouring mineralized areas.

There are other facilities which will be required for full development of the natural resources of the north. Smelters will be needed to smelt the ore and electric energy to run the mines and the towns which will be built. The development of this electric