

Before I proceed to mention some of the things that I think should be included in this program, I want to compliment the Minister of the Interior (Mr. Murphy) upon the expenditure he is going to make in the town of Cochrane. I complimented him personally upon having found it possible to make some necessary repairs to the Indian hospital there. I now appeal to the Minister of Public Works (Mr. Stewart)—I hope he can hear me—

Mr. SPEAKER: Order.

Mr. BRADETTE: For the last six or seven months the town of Timmins has been trying to get 500 new post office boxes, which so far they found it impossible to get. It is an expenditure which I know will eventually prove a paying one to the government. I trust that the minister will find it possible under this vote of \$2,000,000 for public buildings to grant to the town of Timmins these necessary facilities. I said a moment ago that they require 500 boxes, and I hope the department will find it possible to give them at least 700; I am positive that every one will be used at once.

Another appeal that I want to make to the minister is for the new building in Timmins, which was built over four years ago, and which now needs a certain amount of painting and repair. I trust the minister will find it possible to take care of this also out of that \$2,000,000 vote.

There is another very important matter that should be implemented in this program but I regret to see that there is no mention of it, I refer to the trans-Canada highway.

Some hon. MEMBERS: Oh, oh.

Mr. BRADETTE: Some hon. members from Quebec may not be interested, but I have always been interested in Quebec, and I would tell the hon. members that Quebec is in fact very much concerned with the trans-Canada highway. They should have direct communication from Montreal to Mont Laurier and west through Hearst to Winnipeg.

Mr. CASGRAIN: We are with you.

Mr. BRADETTE: I hope you are. As far as the federal government is concerned there has been practically no work done on the so-called trans-Canada highway in northern Ontario. What money has been spent was spent on the wildest section of the country on the north shore of lake Superior. During the last provincial election, Hon. James Lyons was telling his constituents that if he were elected and his party returned to power they would receive \$8,000,000 for the

building of that section. The logical route for the trans-Canada highway is that through the town of Hearst, westward along the Canadian National to Winnipeg. On that route there are less physical obstacles to overcome, and where ten dollars has to be spent for construction on the north shore one dollar would be sufficient in our section. We are very practical and logical in our requirements, and we also realize that it is not a matter of months but of years before that highway can be completed, but I want this government to be fully seized of the present situation. I well remember that five years ago the Hon. Howard Ferguson, speaking in my home town, stated that the governments should be given a certain amount of time to decide on the route of the trans-Canada highway. But five years have passed since then and the governments must have had sufficient time to settle where that route should be. Again I am pleading with this government, and also asking the Quebec members, whether from the Quebec district or Montreal or otherwise, if they want a direct route for the trans-Canada highway from coast to coast, to see that it goes through the northern section of northern Ontario. A few weeks ago in reply to a question I put to the Prime Minister on that very important matter of how the route was decided he told me it was decided by orders in council passed by the different provinces, and that as far as Quebec is concerned they were satisfied with the present existing route within their own limits, over the Montreal highway to Hawkesbury and through the Ottawa valley. I must say that in the province of Quebec someone must have been asleep at the switch. I know that at present the Quebec government have a party of men working west of here near lake Victoria, and this government should see to it that the construction near Norembega, which will involve building about fifty miles of road, is carried on in order to give direct communication between Montreal and Cochrane. This would save motorists hundreds of miles.

There is another important question I should like to mention. I must voice my disappointment in the fact that, in this bill I do not see even a mention of that very important work to which I have directed attention on previous occasions; that is, the construction of high powered radio stations in northern Canada. Through the good offices of the chairman I was able to appear before the radio committee and give the northern Ontario viewpoint. I believe I made that committee realize that so far as we in northern Canada, and particularly in northern Ontario, were