

doubt this condition will receive the attention of the Minister of Labour as soon as possible. The scrip is not transferable; if a man goes to his banker with it, due to the fact that he has to pay cash for his goods, the money he would raise would cost him eight per cent per annum. Therefore on that score alone I believe the Department of Labour should make a very thorough investigation of the matter. In these days it is unfortunate if a retail dealer has to hold papers for three or four months before obtaining cash; he cannot afford it. We know that dealers in northern Ontario have suffered because of that condition.

I say work should be given in my section of the country. There are undertakings being carried on which are not only local in their nature but are of a national character. In this connection I could refer to the trans-Canada highway. It is a great sight when one travels from here to North Bay, through the Ottawa Valley, to see many camps, where men are finding healthy and useful occupation. Perhaps salaries and wages on these works are not as high as they might be, but they would be of help in these times. This matter of the trans-Canada highway was dealt with at great length by the Minister of Labour and other Conservative candidates during the last general election. I am sorry to say, however, that outside of a few minor repairs made to the Ferguson highway from North Bay to Cochrane there has been no actual work done on the trans-Canada highway. Other sections, however, are receiving more benefits than we are. Of course we are glad they are receiving them, but we feel we are not being treated fairly so far as the trans-Canada highway is concerned. I was astonished to learn the other day that large sums of money have been spent on the trans-Canada highway from North Bay along the north shore of lake Superior. I have no quarrel with that section of the country. I am glad that those people are receiving the benefit, but I hope the minister will not tolerate one section of the country being left out of the picture.

Last week at a meeting in Ottawa Mr. James Sinton, chief engineer of the Ontario Department of Northern Development, spoke about the trans-Canada highway as follows:

During the period November 1, 1931, to October 31, 1932, a total of 2,118,498 cubic yards of earth and 681,333 cubic yards of rock were excavated on Ontario's portion of the trans-Canada highway. In addition to the 96 miles of completed grading, partial grading on the highway extended over a distance of 550 miles.

Ontario's contribution to the mileage of the trans-Canada highway, Mr. Sinton pointed out, is in the neighbourhood of one-third of the

[Mr. Bradette.]

entire coast to coast mileage, or roughly 1,400 miles. The route has been designated from the Quebec boundary through the Ottawa valley to North Bay and from Schreiber, on the north shore of lake Superior to the Manitoba boundary. The remaining portion of the route will not be decided upon until such time as aerial and ground surveys have uncovered sufficient information in regard to the alternative route available.

The last part of that paragraph leaves a certain amount of hope for our section of the country. The provincial government has been working on the aerial survey for the last two years, and surely their report should be ready now. But, Mr. Speaker, I have never doubted the good will of the Minister of Labour in the present government, and his desire for fair play, and I have no doubt that our section of the country will be directly connected with the routing of the trans-Canada highway. At the present time thousands of young men could be usefully employed in the building of the road in our section, particularly west of Hearst, the same as they would be employed at the head of the lakes and the Ottawa valley. I believe the spring would be the time to start that work. We also have a road which would prove very useful for the provinces of Ontario and Quebec, joining the northern sections of those provinces, the Cochrane-LaReine highway. There are only about seventy-five to eighty miles to be constructed. Then you have a straight highway along the Canadian National railway to the Ontario border through the towns of Cochrane and Kapuskasing. In that section quite a number of men could be employed in useful work giving direct communication with the province of Quebec.

Another question with which the Minister of Labour is well acquainted at the present, and I believe has been for the last few years, is the building of a road between Timmins and Sudbury. All our local papers have been agitating for it, particularly the Porcupine Advance of Timmins. It would give direct communication to such great mining sections as Sudbury, Kirkland Lake, Elk Lake and Porcupine. Work on parts of this road has already been done, and I believe a few hundred men should be put to work there to give that needed communication. The opening of such a road would link up the mining camps of Sudbury, Shiningtree, Gowganda, Elk Lake, Matachewan and Porcupine.

I might say that the towns of Cochrane, Timmins and Haileybury at present are not giving direct relief; at least they do not give money without work. The authorities in Haileybury decided to clear the townsite to do away with the fire hazard. I believe that principle should apply to all municipalities.