

*Natural Resources—Development*

studies and so on with a view to establishing an iron and steel industry there in Crow's-nest pass.

As far as I know they have really had no government assistance except for some help from the geological survey department. Again, the chief stumbling block which prevents the project going ahead is this question of the inequitable freight rates from which we suffer in Alberta particularly, although this applies, of course, to all of western Canada. These freight rates are the chief and determining factor with regard to this project, and the same applies in the case of all industrial development in our province.

The freight rate structure as it exists serves, in effect, as an internal tariff barrier which operates against us in Alberta in just the same way as a tariff against, say, the United States, or Britain or Japan would operate; and until that internal tariff barrier is removed it is going to be very difficult for us in Alberta to go ahead with the industrial and other development which could and should be taking place there.

Mr. Speaker, I have spoken on a national development policy in only a few of its aspects and as it might be employed to increase development and prosperity in my own province of Alberta. Some of the other aspects have been dealt with in other speeches by hon. members. The necessity for such a policy is self-evident, and I say: let us get on with it.

**Mr. J. A. Byrne (Kootenay East):** Mr. Speaker, this omnibus motion put forward by the official opposition is, in my humble opinion, another example of their almost complete disregard of the rules and precedents of the House of Commons as exemplified last year and so far this session.

This motion embraces almost every economic aspect of Canadian development. There are at least five, and perhaps six, private members' motions on the order paper which would embrace various aspects of our development, and this motion appears to me to be an attempt to steal the thunder of the opposition members and of some members on the government side.

**Mr. Fleming:** Will they vote for it, then?

**Mr. Byrne:** The sponsors of the motion are making political hay while the sun shines, anticipating, perhaps, something in the near future by way of a general election. But I do not think they need be in such a rush. The people are beginning to find them out with this kind of talk.

The motion asks that the government set up a national policy for development. It

is hard for those of us who sat on this side of the house last spring listening to the official opposition and others fight to the death to prevent the start of the greatest national project that Canada has ever undertaken, the Trans-Canada pipeline—

**Mr. Fleming:** Rot.

**Mr. Byrne:** —to understand why they should put forward a resolution in these terms. At that time the opposition chose to disregard the rules and precedents of this house, and almost brought the house into disrepute. As I say, it is difficult for us to understand their present action. However, the resolution does provide a very wide field and I intend to take advantage of that as other hon. members have done.

I will refer for a moment to the speech made last evening by the hon. member for Cariboo (Mr. Leboe) who spent most of his time eulogizing the provincial government of British Columbia. I neither deny nor approve of what he said. But at the conclusion of his speech I questioned him as to the stand he was taking with respect to the amendment, and after having made a 30-minute speech he was unable to tell me whether he approved of the motion or whether he disapproved. That is an indication, Mr. Speaker, that the opposition are bringing in motions which are designed almost entirely for political purposes and intended to disrupt the orderly procedure of the House of Commons.

**Mr. Fleming:** The orderly procedure of the steamroller, you mean.

**Mr. Byrne:** The hon. member for Peace River introduced the question of the extension of railways. He thought that the Canadian Pacific Railway and the Canadian National Railway had lost all of their pioneering spirit; they were unwilling to extend the railroad to the Pine Point district. That is a subject, Mr. Speaker, that could have been discussed twice under private members' resolutions, but it was introduced under this omnibus motion.

I had intended speaking on one of those resolutions and supporting the suggestion that the Canadian Pacific and the Canadian National Railways should extend the line to Pine Point. My particular reason for making such a request is that such an extension would open up a large body of lead and zinc ore, which would have the effect of prolonging the life of the great Sullivan mine.

The Sullivan mine is located in my riding in British Columbia, and a large town—as mining towns go—of about 6,500 people has been built there almost entirely centring around the life of the mine. There is no immediate danger of the ores being depleted,