

*Supply—Northern Affairs*

And I also read on page 700 the following paragraph which has already been quoted this morning in English by the Leader of the Opposition.

We must leave no doubt about our active occupation and exercise of our sovereignty in these northern lands right up to the pole.

In the report submitted to the royal commission on economic prospects by Mr. F. H. Collins, commissioner for the Yukon, I find the following text on page 5:

*(Text):*

This brief has as its objectives an assessment of the contribution that the natural resources of the Yukon Territory might make to the Canadian economy of the next quarter century and an appraisal of the courses of action which appear to lie open for promoting the achievement of that contribution. It describes in turn the territory's natural resources, its population, and the economic development it has undergone; it then proceeds to assess the future prospects of the Yukon's mining industry and the problems facing future economic expansion. Lastly, it suggests how this economic expansion might be encouraged and why early action along certain lines appears to be justified.

*(Translation):*

And on page 19 of the same report we see the following statement:

*(Text):*

The requirements that the next 25 years may bring for the construction of roads are given illustration in those roads which even now would form highly useful adjuncts to the territory's system of development roads.

*(Translation):*

The commissioner for Yukon then sums up the works to be done in connection with access roads and what I would call connecting roads. Moreover, he speaks about certain roads already started. It is certainly not necessary for me to read this whole passage since it can be found after the previous quotation.

And then he goes on to say on page 20 of the report:

*(Text):*

Although these appear now as the greatest needs that the foreseeable future holds for the construction of roads in the territory, the succession in which they may be built is by no means certain, nor is it unlikely that the priority given each individual road will undergo substantial revision. They nevertheless point to the significance that the provision of further roads will have for the developing Yukon economy.

*(Translation):*

In the brief submitted to the Gordon Commission about the Northwest Territories we again find substantially the same conclusions.

I should like to recall also that it was under a Liberal regime that positive action was taken concerning our sovereignty over Canadian northern territory; may I recall also to the house the trip made by His

[Mr. Roberge.]

Excellency into the Canadian northern territory some two years ago.

The main thing, Mr. Chairman, is to establish a link between central and northern Canada. I hope that this government will carry on the policy established in this connection by the previous government. If I remember rightly, the minister has referred to this in committee. That area must be developed in accordance with a plan as definite as possible and that plan—I am glad to emphasize this once again—was prepared under the old Liberal regime, as pointed out this morning by the leader of my party.

What change did the present government make in the plan? They merely accelerated its implementation, cutting down to five years what the former government had planned to do in 25 years and what economists also estimated would take 25 years to put into effect. We can well wonder whether the government was serious when its candidates stated, during the last election campaign, that an immediate result of those projects would be to cut down unemployment and, I repeat, as I have already said and as others have said: it is not in Northern Canada especially that there is unemployment but in areas already developed where more workers are living.

I would suggest, Mr. Chairman, that there are other reasons to accelerate the implementation of this plan. When the department was created in 1953 the prime minister at that time referred to non-Canadians interested in those northern territories. No doubt he was thinking of those lands located farther north than the Yukon and the Northwest Territories. It was therefore necessary to group under a single administration responsibilities which, until then, had been spread over several departments or divisions.

Since then, we have seen important developments in ballistics and long range missiles. Very recently, we have learned of developments in submarine transport.

During the same period and closer to us, we have witnessed the construction of warning lines such as the Dew Line and the Mid-Canada Line.

If, Mr. Chairman, the government wants to speed up the exploration and development of our rich northern areas because of such events or of future developments which we have reason to dread, we Liberals are all for it. But even without such developments, we are in favour of the opening up of our northern territory, as has been already demonstrated by the Liberal government. It remains to be seen whether the acceleration