

The Address—Mr. Dumas

may seem to benefit only a particular area. I claim that it would be in the general interest of this country to carry them out as soon as possible. For several reasons my constituents are glad that I support those projects. Our people always welcome any project that may contribute to the development of our resources and to the general progress of Canada. I was highly pleased to hear certain statements made by the hon. member for Vancouver South (Mr. Laing) in a speech delivered in this house on October 31 last, as reported on page 581 of *Hansard*. Dealing with the deepening of the St. Lawrence river, he said:

When that project comes before the house I hope no western member will find it necessary to oppose it.

A little later on, he added:

The justification for the Canadian government taking such action is that the advantages and results of that development will accrue to all the people of Canada, and the sooner we realize that a development of that magnitude in one part of Canada is going to serve all Canada the sooner we will have a more closely knit and more united Canada. I bring up the subject only because the great new industrial development in this country is going to occur in western Canada. We as western members are going to have to come here in the years ahead and ask all members of the house for the same type of support and co-operation that I hope we can now give with respect to the St. Lawrence waterway.

I proudly endorse that statement by the hon. member. We too, in western Quebec, shall very likely come to this house and seek support for some important projects we have in mind and that we hope to carry out with the co-operation of the other parts of our country.

Just a word now about that part of the speech from the throne referring to certain amendments to the railway legislation, following the recommendations made by the royal commission on transportation. I merely wish to remind the house that our district sent representatives to the commission while it was sitting here in Ottawa. In fact, Mr. Gilbert Lebel and Mr. Maurice Lamontagne explained a few abnormalities in the freight rates existing in our district and they submitted a brief in that connection on behalf of the economic guidance council of Abitibi.

In addition, this submission asked for a branch-line of the Canadian National Railways from Rapide des Cedres to Chibougamau through Bachelor lake. In this connection, the Turgeon report has this to say on page 133:

[Mr. Dumas.]

Chibougamau Lake Project

In the year 1948 the Canadian National Railways completed the construction of a line about 40 miles in length from Barraute to Rapide des Cedres in the Abitibi region, Quebec. The representative of the Abitibi Economic Planning Council appeared before the commission to submit that the Canadian National Railways should continue construction to Chibougamau lake, through Bachelor lake, a distance of about 165 miles.

The commission has since been informed that the Canadian National Railway Company is considering the matter and is awaiting further information to decide whether potential traffic will warrant the building of the extension.

Mr. Speaker, I now quote from page 135 of the report:

The survival of Canada's railways, both private and government owned, is of essential importance to the nation. When further transportation facilities become necessary in parts of the country not yet supplied, the task of providing them will generally fall to the railways.

I repeat, Mr. Speaker, what I said in 1949 and 1950 in connection with the construction of a railroad in that part of the country. There is serious evidence of considerable deposits in that district not only of precious metals like gold and silver but of copper, lead and zinc. In my opinion, that line would be very useful to the district and I believe the Canadian National should undertake the building of that railroad as soon as conditions permit.

As regards the adjustment of rates, the report states on page 134:

Among the representations mentioned in the foregoing paragraphs, request is made for freight rate adjustments which are matters for consideration of the railways and also of the Board of Transport Commissioners. The board will no doubt deal with them as part of their task under order in council P.C. 1487.

As far as freight rate adjustments are concerned I do hope that the representations made by Messrs. Lebel and Lamontagne to the royal commission on transportation will be taken into serious consideration and that the board of transport commissioners will carry out the necessary adjustments.

As for the measures designed to carry out certain recommendations of the royal commission for the advancement of arts, letters and sciences in Canada, I will only say this much. Highly competent men sat on that commission, they have accomplished a gigantic task, and the recommendations they put forward deserve our most serious consideration.

I could hardly take part in the debate on the speech from the throne without saying a few words of more immediate concern to my constituency.