

*National Development Policy*

work. They pulled them out—and this is the important thing—they were pulled out before they had completed their job.

**Mr. Nielsen:** A third of the Department of Mines and Technical Surveys is up in the north now.

**Mr. Hardie:** I am talking about what they did last year, and in my opinion if this is an indication of what this government thinks of geological surveys, then their program is a phony.

**Mr. Fleming (Eglinton):** The hon. member should get up to date.

**Mr. Hardie:** After first having indicated that there are anomalies and prospects of commercial ore, the next step in development to my mind is the building of airstrips in those areas so that private investors, mining companies and prospectors may go in and explore the ground, do the drilling and find the mines, block out the ore. The next step is to build roads to those mines.

On this subject I would like to quote from a press clipping entitled, "Airfields, not Roads Need in Far North". This clipping is dated April 8, 1958, and appeared in the *Toronto Star* and it quotes Mr. J. J. Byrne, the Chairman of Consolidated Discovery Yellowknife Mine and reads as follows:

We hear a great deal these days about plans for the Northwest Territories, principal of which is an extensive road-building program to open up these vast areas. Our organization has had a quarter of a century of experience in the area, and it is our opinion that rather than spend vast sums in road building, that a small part of this money be used in building a number of landing fields in strategic areas selected by geological survey of Canada as being the most promising for the finding of mines, then to build the roads to the mines when they are found. The present resources roads—

**Mr. Speaker:** Will the hon. member permit me to interrupt him, it being six o'clock.

At six o'clock the house took recess.

**AFTER RECESS**

The house resumed at eight o'clock.

**Mr. Hardie:** Mr. Speaker, when the house adjourned at six o'clock I was quoting from a press clipping to substantiate what I had said previously to the effect that when embarking upon a road to resources program the first requirement was to undertake geological surveys, magnetometer surveys, electromagnetic surveys and other scientific surveys to indicate to private investors, prospectors and mining companies the areas in which there may be a possibility of developing mines. I wish to quote again from the clipping to which I have referred:

The present resources roads already planned are quite necessary, and should be completed, but this is the air age, and this means of transportation appeals to the prospector and developer alike. As an example, Consolidated Discovery does not yet have a road.

I might indicate at this point that this gold mine is located approximately 60 miles north of Yellowknife. It has been producing for the past five or six years and paying dividends to the shareholders. The article continues in these words:

In the past, supplies were hauled by tractor during winter months, but now all freight is being delivered at the mine by Bristol plane, at competitive rates.

This could be accomplished anywhere in the territories if landing strips were established, and these fields would also have considerable value for national defence.

I submit that my argument—

**Mr. Baskin:** You have not got an argument.

**Mr. Hardie:** If I had as little to argue about as you have, my boy, I should keep quiet.

**Mr. Baskin:** Is that right? Thank you.

**Mr. Hardie:** You are the hon. member for Baskinville, is that what they call it? His home town named a road after him the other day and now the hon. member feels he has to interject, to have something to talk about.

I submit that my argument is irrefutable. No hon. member could deny the logic of undertaking geological, magnetometer, electromagnetic and other scientific surveys first in planning a roads to resources program in order to indicate the areas in which the possibility exists of finding mines. The second step, of course, is to build airstrips in those areas so that prospectors, mining companies and investors can enter the area, commence drilling operations and discover commercial ore bodies. Once the commercial ore bodies are established then roads should be built to take out the ore and utilize it for the benefit of all Canadians.

In the speech he made some time ago in this house the hon. member for Okanagan Boundary (Mr. Pugh) referred to Okanagan Helicopters Limited, one of the largest companies of its kind in the world. It has undertaken many jobs for oil companies in locating deposits of gas and oil in certain areas of British Columbia, the Northwest Territories and the Yukon. I feel sure that the hon. member for Okanagan Boundary will agree with me that in undertaking a roads to resources program we must first have airborne scientific surveys. The hon. gentleman will recall that in his speech to which I have already referred he recommended to this government that university students who are