

Another angle to this problem is the unemployment situation. Mayor Ralph Webb of the city of Winnipeg has stated that he has been bringing pressure to bear upon this parliament to bring about the construction of this trans-Canada highway in order to give employment to twenty-five to thirty thousand men for at least three or four years to come. Before this session is completed a sufficient sum of money should be voted to provide for the construction of this link between the east and the west. Such a course would bring about unity and a better understanding among all sections of this country, and greatly help in the solution of the unemployment situation which is getting more and more serious and certainly deserves the immediate attention of this house.

Mr. J. R. HURTUBISE (Nipissing): Mr. Speaker, may I add a few words to those already said by the hon. member for North Timiskaming (Mr. Bradette). He has presented the case in a very able manner, not from a political but from a national point of view, and it is from that point of view I desire to discuss this question. During the last campaign this matter was one of the subjects of discussion, and I desire to refer to a statement made by a member of the Ontario government. Hon. W. F. Finlayson, the provincial Minister of Lands and Forests, is quoted in the Sudbury Star of July 12, 1930, as follows:

The trans-Canada highway is a national, not a provincial undertaking, the minister declared, and should be carried out by the federal government.

That is what the Minister of Lands and Forests said. On Wednesday, July 16, 1930, the Sudbury Star reports a speech of the present Prime Minister, at Quebec, as follows:

Hon. R. B. Bennett, speaking in Quebec, reiterates his adherence to the plan for building a national motor highway across Canada.

The Conservative leader is bound to make many friends with this program. There are plenty of desirable national undertakings for Canada to carry out, but few of them are more important than the building of a modern, adequate, wide motor road from Halifax to Vancouver. In Ontario and Quebec, much of the existing highway could be used for this purpose. The big pull would be through northern Ontario and the west.

The northland is greatly interested in the question of a through highway. This part of the province is developing fast, and to give it further impetus, it should be connected up with east and west, giving easy access to travellers, both Canadian and foreign. A trans-Canada road constructed through Sudbury and the region to the west would open up large possibilities, and the expenditure involved would in time be returned a hundred-fold.

This highway must come, and it must come as a federal undertaking, perhaps with a

certain amount of provincial and municipal assistance. The manner of its financing, however, is not nearly as important as the building of the road. It should have been started a year or more ago. Every moment that it is delayed Canada loses the undoubted benefits that would come from such a project.

After the Conservative papers saying at that time that the trans-Canada highway was such a necessity and had been so much delayed by the Liberals, it is surprising that they talk so little about it to-day, and apparently find it not so very useful. I am always quoting the Sudbury Star which is a Conservative paper in my home town. The Sudbury Star of August 6, 1930, said:

The board of trade is preparing a fight to have the trans-Canada highway through Sudbury.

These are the words I want to emphasize.

With the election of the Bennett government, pledged to call a special session of parliament to deal with unemployment, the probability of the trans-Canada road being started this year is considered likely.

I want to show that although agriculture and the butter question were discussed during the last election, the subject of a trans-Canada highway was the main issue in my constituency. I might quote the Sudbury Star of August 9, 1930, in a despatch from Cochrane, as follows:

Mr. Wright (President of the Northern Ontario Associated Boards of Trade) writes from Englehart that "certain developments have taken place recently which must of necessity bring the matter again prominently to our attention, and he urges the local boards to prepare for the discussions which he expects on this question and which may lead to a direct presentation of the case for this part of Ontario to the federal authorities."

Hon. W. A. Gordon, member for South Timiskaming, Minister of Immigration and Mines, has spoken frequently on the subject of the trans-Canada highway, which he claimed was an important issue from the point of view of the people of his riding.

I hope the Minister of Immigration has not changed his mind since then. Let me cite the opinion of the hon. member for East Algoma (Mr. Nicholson). The Sudbury Star of September 3, 1930, reports a letter written by the hon. member for East Algoma to Mr. Wright. I am not going to read the whole article, but this is the point which the hon. member for East Algoma brought out:

Points to be considered. I advocate this route—

He was talking of the Mississagi route.

—as against the route around the north shore of lake Superior, for the following reasons: In the construction of a trans-Canada highway four things should be kept definitely in mind: