

Supply—Northern Affairs

the problem of Long Point island. I endorse what he had to say. I should like to refer also to an area called Mitchells bay where United States interests hold a long-term lease. They secured this lease from the former government. I, like the Prime Minister, believe in Canada for Canadians. I hope that when these leases run out they will not be renewed. I hope that the policy of the government eventually will be to create a national park in that heavily populated area.

(*Translation*):

Mr. Stearns: Mr. Chairman, my remarks will be brief, but I wish to say something in French, in my capacity as an English-speaking member from the lovely province of Quebec.

I wish to congratulate the Minister of Northern Affairs and National Resources and the Minister of Mines and Technical Surveys on the magnificent job they are doing for the benefit of every Canadian.

Mr. Chairman, speaking as a member of the permanent committee on mines, forests and waters I can assure you that the members of that committee have done yeoman service from the national point of view. Indeed, the speeches delivered this afternoon by hon. members of all parties, C.C.F., Liberals and Conservatives, were most complimentary of the work done by both the department of northern affairs and the Department of Mines and Technical Surveys. Once again, then, I congratulate the ministers in charge of both those departments.

(*Text*):

If I might say just a few words in English, I would call attention to the fact that in the province of Quebec we have a little different problem from that of the other provinces. We look after our own forestry affairs. The only reason we are doing this is that, in the past, we have never been encouraged by the federal government to participate in forestry affairs. Whether or not this was because of politics or for other reasons, I do not know. Perhaps in the future we will be included in the program of the department of northern affairs.

However, we have not done badly in Quebec because we have formed an association called the Quebec forestry association. This association has been the godfather of a system of 4-H clubs. The boys and girls who belong to these clubs are spreading conservation propaganda throughout their towns and villages. This has been going on now for 16 years and the results have been remarkable. The future of our province is just as much dependent on the forests as the future of any other part of Canada. Representatives from

a great many of the other provinces of Canada should come down to Quebec to see the way in which the 4-H clubs are managed and the work they do in connection with conservation, the planting of trees and general education.

Mr. Howard: This vote offers members, especially those from the more remote parts of Canada, an opportunity of expressing their views on the program of the department and making some comments about the general development of northern areas. I hope that other hon. members will avail themselves of this opportunity, as I intend to do, to relate the program of this department to their particular constituencies as well as the overall good of the nation.

I should like first to make a few comments on this so-called roads to resources program. At the outset I would say that, in so far as the roads to resources program is concerned, it means practically nothing to northern British Columbia or to the type of program that was instituted for the building of roads prior to this government taking office. Certainly there have been changes to the original plan. I might say, with respect to the desk pounding that just took place, the former Liberal government had little to do with it, either.

So far as northern development roads are concerned, and particularly the one known as the Stewart-Cassiar road, they were undertaken originally by the provincial government through its department of mines as mining access roads. Just prior to the federal election of 1957 the federal government entered into a 50-50 agreement with the province for the building of that Stewart-Cassiar road. I am pleased to see that even though it has taken a year or a year and a half to put the agreement into concrete terms I believe it has been either completed or is nearly completed. I hope that when the minister rises to make some comments he will undertake to give us a little more detail about the state of affairs with respect to the federal-provincial agreement to build the Stewart-Cassiar road, especially whether or not the contract has been signed or whether it will be signed in the near future and generally what are the provisions of that agreement.

This Stewart-Cassiar road, as I said, was envisioned by many, many people in British Columbia, certainly those living in the area, a long time before this government took office. I am not saying that it is not a good project for federal government participation. I have no immediate personal knowledge of the effect that similarly constructed roads will have on other parts of Canada, but I do