

*Supply—Transport*

Canadian nation that can become the pride of not only the western world but of the world at large. Among these tools of progress are our railways which run through many of our industrially stagnated areas. It seems to be a tradition in Canadian history that the railways be operated with a certain status quo attitude. The attitude seems to be that railways must be operated just like any other business with the profit motive as the first and foremost consideration. But the railways and other important transportation facilities are of crucial importance not only to the general public but to the commercial and industrial sections of our country. They are special services which can and should be used to diversify the industrial and commercial development of Canada. Surely the time is ripe for a new look at railway freight rates in this country and for an over-all review of slow growth areas through which our railways run. Today we hear many complaints about the lack of labour in southwestern Ontario and other prosperous regions. There is nothing wrong with progress so long as that progress is in the right direction.

Are we to continue to expect people to uproot themselves from longstanding family homes in areas such as Renfrew county and more northerly areas of Ontario, cause them to travel to densely populated regions in order to exist and in the process speed up the centralization of our population in a few geographical areas? Surely the pioneers of Canada who were responsible for the construction of transcontinental railways did so with the hope that these services would help to develop Canada from coast to coast and settle the country throughout by spreading people across the nation. We have lost sight of their hopes, their aims and their great imagination if we of the second half of the twentieth century are going to reverse their aims by continuing transportation policies which tend to centralize rather than decentralize the industry and population density of our nation.

The opportunity is before us to promote the widespread development of Canada. What does it matter if we must subsidize our railways to make up the differences during initial stages of a new outlook on freight rates? The development of presently stagnated areas will in time give our railways more work to do and provide them with greater economic stability.

Let us invest some money in the development of stagnated geographical areas in

Canada. We can do so by reviewing our freight rates and granting concessions. By taking such a course we would be investing in the long run in the progress and growth of our Canadian nation as a whole, not just in part. Let us not demonstrate to a large segment of this country that our thinking is obsolete when it comes to economic national unity. Let us invest money in the security of our Canadian people not only by providing them with social security but also by providing job security and a good living wage for all Canadians.

Let us show a new outlook in area progress. We have the people. Our people have the desire. Give them the opportunity by taking a hard and long look at railway freight rates between the Ottawa Valley and Montreal and from points along this route to the golden horseshoe of the northwest corner and western end of lake Ontario.

The same thing applies to the north. We can talk forever about the rights and privileges of the Canadian people, we can talk forever about the diversification of industry in Canada, we can talk about incentives for development, but unless we do something concrete to correct inequalities of rights and privileges, unless we do something to promote the diversification of industrial development and growth, in short, unless we provide practical incentives which are actually going to improve these situations, then our aims become meaningless. Give us the tools and we will do the job because our hearts are in Canada and our aim is to see her grow to greater nationhood through the vehicle of economic stability which will be brought about by industrial and hence urban diversification.

There has been a suggestion in this house that possibly we need a department of urban affairs. I have great respect for the hon. member who made this suggestion and his point is well taken. However, at this time I should like to offer another solution to urban problems. Let us through the good auspices of the Department of Transport and in other ways through the Department of Industry introduce policies of a kind which will tend to prevent the growth of giant urban octopuses that in turn become almost unmanageable. If you do not have giant urban octopuses then you do not have the problem of looking after them. Two of the major tools we can use to prevent this situation while at the same time creating a strong economic