

*The Address—Mr. Racine*

provinces. It is essential that we should provide all practical forms of transportation. Since Canada is a growing nation with an expanding economy and the likelihood of a greatly increased population in the years to come, I think it will be desirable to have varied forms of transportation so as to serve Canadians wherever possible. The presence of rail, freight, truck transportation, air lines and water transportation would tend to establish competitive freight rates which could not help but be beneficial to people in general.

Mr. Cunningham has done a lot of work in connection with this project and he has presented to the chamber of commerce a brief of great interest outlining the possibilities of this plan for a water highway from Edmonton on the Saskatchewan river to Grand Rapids, down lake Winnipeg and up the Red river to Selkirk and Winnipeg. In his summary of the cost and freight possibilities, Mr. Cunningham listed goods which could be transported. He goes on to say:

From these plains of Canada one could dream a little higher still and, again looking to the past, realize that Winnipeg need not be the eastern terminal of this inland waterway. With channels of 100 to 150 feet wide having a mean depth of six to eight feet, large loads can be taken clear from lake Winnipeg to the Great lakes via the routes of the old explorers. Yes, and some of our military movements of the earlier days up the Winnipeg river to the lake of the Woods, from there to the watershed, and thence down into lake Superior by means of the rivers running on the other side of that watershed, would show us the way.

One could dream a little beyond even that, and envisage the day when a seaway will also be built down the Nelson river to connect Hudson bay and lake Winnipeg. Then western Canada would be connected by a seaway to the Atlantic ocean and Hudson bay.

I would suggest that the Department of Transport begin gathering data and information concerning this proposed waterway between Selkirk and Edmonton. It is within the realm of possibility that some time in the future this proposed waterway would become a reality and be of real economic benefit to the people of Canada.

(Translation):

**Mr. Jean-Paul Racine (Beauce):** Mr. Speaker, at the outset of my remarks, may I offer you my warmest congratulations for your appointment as Deputy Speaker of the house, and my best wishes in your new functions.

I also want to congratulate the mover and seconder of the address, Mr. Bourdages and Mr. Browne (Vancouver-Kingsway). They have surely excelled for they have attempted to magnify the meager accom-

[Mr. Stefanson.]

plishments of their government, and to gloss over the numerous errors of their party, but without success.

I also want to congratulate the new Minister of Mines and Technical Surveys (Mr. Flynn). I wish him well in the performance of his new duties. His appointment made a great stir, but the reshuffling which was predicted during this suicide trip of the cabinet to Quebec fizzled out.

This inspired the Montreal newspaper *La Presse* to make the following comment on December 29 last:

With its sophisticated staging and all its sensational rumors, the deceiving press conference given by Mr. Diefenbaker yesterday in Quebec smacked of a tempest in a tea cup.

As for the hon. Secretary of State (Mr. Dorion), he was promoted, on the occasion of that trip, to a post which is said to be very important.

The Prime Minister is alleged to have a natural aptitude for staging and for making, at the right time, the symbolic gesture which strikes the imagination of the voters, but he will now have to admit that if he had anything in mind when he decided to call his ministers to Quebec city, he has completely failed in his attempt.

It was a great to-do for very little and one has to come to the conclusion that the cabinet met in Quebec for its own pleasure, probably for an annual picnic. In short, the member for Quebec South replaced the previous minister of mines who had just been named lieutenant governor of the province of Quebec, and the Secretary of State was appointed to a post so important that it had been vacant since 1957.

About this so-called shuffle, here is what *Le Devoir* had to say, on December 29:

The Quebec representation in the cabinet comes out neither weaker nor stronger from what we hardly dare call a shuffle. Let us say that it is rather weak, a fact which will not help the Conservative cause at the next general election.

It must be admitted, I think, that the letter from the legal office of the Secretary of State has had much more publicity than the trip to Quebec. It is often said nowadays that it will be more and more difficult to get the Secretary of State's autograph.

As for the member for St. Hyacinthe-Bagot (Mr. Ricard)—I would not wish to forget him—I should like to congratulate him upon his appointment as parliamentary secretary to the Prime Minister. At least, we will be able to say that, as far as rewards go, he will be on an equal footing with the member for Peel (Mr. Pallett).

Between sessions, cabinet members have travelled a lot. Getting ready for the election