

Canadian National Railways

to remove these prejudices and open the door to further employment.

I certainly appeal to the hon. members for Lambton-Kent and Lambton West to encourage industry in their communities to make use of the Indians and thereby give them the opportunity to improve their standard of living. This would also increase employment possibilities in Wallaceburg for Indians rather than forcing them, perhaps through misunderstanding, to remain on reservations and accept a somewhat lower and more discouraging standard of living.

Mr. Churchill: May I ask the hon. member a question?

Mr. Deachman: Yes, I will be glad to answer the hon. gentleman's question.

Mr. Churchill: It is my understanding that the mover and seconder of this resolution have the support of the Parliamentary Secretary to the Minister of Northern Affairs. In view of that fact, will the hon. member not now give the house an opportunity to pass the resolution? Otherwise he will be running against the wishes of the government?

Mr. Deachman: I am sure the hon. gentleman would not wish to deny me the right to free speech in this house and to conclude during the few minutes left some of my remarks in respect of this particular subject.

Mr. Churchill: That is hypocrisy on your part.

Mr. Deachman: This is a subject in respect of which all the members from British Columbia as well as those from Ontario have a deep and abiding interest, because we are continually interested in the welfare of the Indian people of this country.

Mr. Churchill: You are opposing the resolution.

Mr. Deachman: It is our desire to improve the lot of the Indian not only by improving his housing situation, as will be done under the proposed improvement plan of the Minister of Northern Affairs and National Resources, but by improving his schooling, sewers and lighting within Indian band communities, and by improved roads and transportation facilities. In this way the Indian, whom we have neglected for so long, may indeed enter into a more satisfying life in the Canadian community. We hope some day that he will be truly represented in this house. That is something that surely is desirable.

May I call it seven o'clock.

The Acting Speaker (Mr. Rinfret): Order. The hour appointed for consideration of private members' business having expired, the house will resume the business which was interrupted at 6.25 p.m.

CANADIAN NATIONAL RAILWAYS

AUTHORIZATION FOR CONSTRUCTION OF LINE IN NORTHWESTERN ONTARIO

Hon. J. W. Pickersgill (Minister of Transport) moved the second reading of Bill No. C-165, respecting the construction of a line of railway in the province of Ontario by Canadian National Railway Company from the vicinity of Amesdale on the Redditt subdivision of the Canadian National Railway in a northwesterly direction for a distance of approximately 68 miles to a point in the vicinity of Bruce lake, in the district of Kenora.

He said: Mr. Speaker, this is, as we sometimes say in the house, a little bill. It is for the purpose of authorizing the Canadian National Railways to build 68 miles of branch line in northwestern Ontario, not far from the Manitoba border, from a place near Redditt, in a northwesterly direction to the vicinity of the Steel Company of Canada's Griffith mine on the west shore of Bruce lake, which is in the district of Kenora.

The estimated cost of this branch line is \$11,100,000, averaging \$163,234 per mile. In accordance with the usual practice, the bill authorizes the railway to spend that amount for that purpose, and allows an additional 15 per cent, if required, to cover contingencies, with the usual provisions respecting necessary borrowing.

The Griffith mine is to be developed to work extensive deposits of low grade ore suitable for open pit mining, which ore will be extracted, concentrated and then pelletized at the mine site. It is planned that these pellets will be shipped from the mine at a rate of about 1½ million long tons per year. By means of a traffic guarantee contract, conditioned upon the construction of the proposed line, the mine's entire output of pellets would, for an extended period, be assured to the Canadian National Railways for carriage over its own lines either to lakehead transshipment points or an equivalent distance to other destinations. The contract also provides for compensation to the railway in the event that during an initial period the average annual volume of shipments fall below the agreed minimum level.