

Committee on Railways and Shipping

developments west of Hudson Bay, some 300 miles to the north. I believe that is one railway extension that will have to be seriously considered immediately. In the province of Saskatchewan there has been a change in the last few years since private enterprise has been welcomed to northern Saskatchewan, a change that deserves the consideration of the department and of Canadian National Railways so far as the extension of railway facilities into the north is concerned.

While public enterprise is something I do not often approve, a visit to the Eldorado development in northern Saskatchewan is a worth-while experience. The development there is tremendous. The future expansion of uranium production, while not unlimited, certainly seems to be approaching that condition. That being so, I believe the time has come for consideration of the extension of railroad facilities into the north in order not only to make possible the removal of what is being mined and produced there today, but to meet the needs of future years.

I was glad to learn from the Minister of Northern Affairs and National Resources that consideration is being given to one railway line into the north from Waterways to the south shore of Great Slave lake. In determining where that line should go the fullest weight should be given to the need of a line in northern Saskatchewan to tap the areas of mineral development now being opened between Eldorado and the city of Prince Albert.

I think that is all I wish to say at the moment, except to point out that at Uranium City, Eldorado's present milling capacity of 500 tons daily is being increased to 700 tons. At the present time two mines are sending ore to Eldorado for custom milling. I refer to Nesbitt La Bine and Rix-Athabasca. Eldorado's present payroll is about 500, and Gunnar, which is about 18 miles distant, has 500 construction workers. In 1953 the freight tonnage to Bushell, the end of the water route, was some 35,000 tons, in 1954 about 50,000 tons, and in 1955 it will be much greater. The developments taking place there are tremendous in their potentialities. That being so, when consideration is being given to the building of railroad facilities I ask that the potentialities of northern Saskatchewan be kept in mind, as well as the fact that today there is need of a rail exit for the production taking place there, which will greatly increase in the years ahead.

As far as northern Alberta is concerned, it has railway facilities that northern Saskatchewan does not have. It is my belief that railway extensions to resources will pay tremendous dividends, and will at the same

time afford transportation facilities to enable not only the building of the northern radar defence lines but also their maintenance and upkeep.

Mr. F. S. Follwell (Hastings South): Mr. Speaker, you indicated that you would allow some latitude on the discussion of the motion to set up this sessional committee. I hope the remarks I am about to make will come within that latitude, although I had intended to make them in the debate on unemployment because of the fact that we are all alarmed and concerned about the employment situation in Canada.

We are particularly concerned about the employment situation amongst the railroad workers on the Canadian National Railways. I find myself in agreement with the hon. member for Prince Albert when he suggests that the railroad employees' pension scheme should be investigated and overhauled. I believe there should be an upward revision in the amount of the pensions paid these railroad employees.

What I particularly have in mind is to make a recommendation to the government with regard to the building of the trans-Canada natural gas pipe line. Canadian National Railways, as we well know, has a right of way clear across this great country. I believe we were all disappointed, no matter from what part of Canada we come, when we heard the announcement made by the Trans-Canada Pipe Lines executives that for reasons of financing this project would have to be deferred for another year. I believe this project could go forward immediately if it were built under the direction of Canadian National Railways. As I have said, the railway owns the right of way.

It might be pointed out to me that this route would probably necessitate building a little longer gas pipe line than was expected, but in turn I could point out that the railroad is economically sound only because it serves the whole population of Canada. It must go where the people are. This route would make the Trans-Canada natural gas pipe line economically sound too, because it must go where the people are in order to serve them with natural gas.

Canadian National Railways has at its head Mr. Donald Gordon, who is well known for his great financial ability. He is surrounded by men of great courage and men of great skill in the engineering field who, I am quite sure, could build this natural gas pipe line much cheaper than a private company because they already have this roadbed. It is probably quite true that the pipe line could not entirely follow the railroad line,