

*The Address—Mr. McIvor*

stand in his place and tell me of any other farmer in Canada who raises 733 bushels to the acre—and, oh boy, they are clean potatoes; not a spot on them!

A contest among thirteen growers in that area showed an average yield of 350.8 bushels to the acre. Surely that is a clear indication of progress. This is an indication of hard work, particularly in the instance I have outlined, where a man did not have someone at home to cook his meals for him and to cheer him when he returned home, tired.

I am greatly pleased to note the progress being made in connection with the trans-Canada highway. At this moment there are in Toronto delegates who are trying to convince the provincial government on certain points—and we believe that, at least up to this point, the government is open to conviction. Those delegates are backed by myself and by others who know the conditions. We believe we should have a lakeshore route, down through Nipigon, Schreiber and Sault Ste. Marie. In our view this would offer one of the greatest tourist attractions in Canada.

The editor of the Fort William *Times Journal* says this:

For decades while roads were being constructed from south Ontario into northeastern Ontario, northwestern Ontario has been left to constitute a gap impassable by motor car.

There are many people in the east who think we have only a backwoods city, that we are out in the bush and not worthy of consideration. Just a short time ago there were some at the lakehead who thought we should form another province. They made quite a noise about it, and I think they made some headway, because things are now moving. It is our belief that this road would be one of the finest attractions for tourists from the east. Those who make the trip to Fort William will see the beauty spots around there; and having eaten lake Superior trout they will be convinced that the trip was worth the effort.

If the route goes through as suggested it will mean that Fort William will be only 600 miles from Toronto, and Kenora 850 miles from Toronto. People will take great pleasure from travelling that route, and seeing what it offers. It is our view that it should follow the north shore, because there are the towns which must be opened up, and many attractions are offered.

Let me state briefly why farming is developing at the lakehead. First, we have several graduates from Guelph. Secondly, we have the services of a most efficient man representing the agricultural interests of the province. Then, thirdly, we have an experimental substation in charge of an outstanding farmer

[Mr. McIvor.]

expert who goes throughout the country giving advice to farmers concerning matters of fertilization, grazing and other features of this occupation. The result is that work on the farms in that area is growing.

May I turn now to our needs, and state that there are still some things we require, not only from the provincial but from the dominion government. My first suggestion is that the Canadian National Railways should have at our airfield an administrative building. The office staff of the board of transport commissioners is now housed in accommodation which, from the standpoint of health, is unfit for their purposes.

Secondly, we require a protective building at the Canadian National Railways yards at Neebing and Port Arthur. Anyone living in Port Arthur or Fort William in January who had to go out to repair cars in winter temperatures ranging from 15 to 40 degrees below zero, with a northwest wind blowing, would wonder what is the matter with the C.N.R., when the C.P.R. rolls a car into a building in which the men may work. Thus they are able to do much better work and under healthier conditions, with less danger of frost-bite. The need for protective buildings is as great in Fort William as it is in Port Arthur. We know, too, how difficult it is to work in hot weather, without some protection.

Large quantities—hundreds and hundreds of carloads of the finest hematite iron ore—are coming down from Steep Rock, with the result that the cry at the lakehead is for the construction of a smelter. Here, again, wise men from the east say it would not pay. Perhaps it would not pay the men who want to have the plant in the east; but we say it would pay anyone who would undertake to build a smelter at that point. We are told that our ore is of such high quality we can sell it to others producing lower grades of ore, so that it may be used for mixing purposes. Then, after the mixing process has taken place, they would sell their ore back to us, and a profit can be made. But in our view that is not good enough, and offers only one more reason for our having a smelter. I am sure when the Minister of Trade and Commerce (Mr. Howe) gives further thought to the matter, in addition to that he has already given, he will see to it that we have a smelter.

There is an agitation afoot for a public park at Mount McKay. We want a skyline road. We already have one road, but we need one coming in the other way from the Scott highway so that those who travel it may look back and see all that beautiful country. Reaching Mount McKay, the whole