

the double track which was removed between White River and another point on that railway, the name of which I have forgotten, had been left instead of being pulled up at the behest of those who were opposed to continuing two transcontinental lines. I am glad to hear my hon. friends to the right, the Progressive Conservative party, supporting expanding railway transportation in this country. That should make it pretty well unanimous in this house. In view of the need for the railway, the desirability of opening up the vast territory, the very rich country of northern Alberta and of the Cariboo area of British Columbia, and of the entire Peace River block, I hope that the resolution will receive the support of the house. More than that, I hope that the government will pay attention to the resolution and carry out the wishes of parliament and ensure the building of this badly needed outlet to the sea without unnecessary delay.

If, as has been already said, they consider it a matter of profit and loss immediately, it may be some years before the project is undertaken; but, after all, when we consider the history of western Canada and the building of the Canadian Pacific railway, we remember that there were people who predicted that it would not pay for the axle grease when it went through uninhabited country. We realize what the building of that road meant to the prairie country. I believe the logical railway, because of the location of its main and Prince Rupert lines, and in view of the arguments advanced by the hon. member for Cariboo, is the Canadian National. But let us bear in mind, when we discuss the building of new roads by the Canadian National Railways, that if we are to impose upon the Canadian National Railways the building of a road which may not be immediately profitable, then this House of Commons should remember that fact in future days when the balance sheets of that railway system are placed before parliament. We should not impose upon the Canadian National Railways an obligation and then criticize it because it cannot make the venture pay. This parliament was too prone to do that in pre-war days. Before I sit down may I say once more that I hope the resolution will receive the hearty support of the house.

Mr. E. D. FULTON (Kamloops): Mr. Speaker, normally at this late time one would be justified in asking the permission of the [Mr. Coldwell.]

house to call it six o'clock, but in view of the expressed desire to have the debate conclude and the vote taken I propose to carry on for the few minutes that remain before we rise, and I would ask the indulgence of the house to continue at eight o'clock if I have not concluded.

The reason I rise to support the resolution is my belief that I can add, in the few brief minutes at my disposal, one or two arguments to those adduced by the hon. member for Cariboo (Mr. Irvine). With due respect, I hope that the minister will give consideration to those arguments and let the house have a reasoned statement as to whether or not he proposes to carry out the spirit of the resolution and, if not, why not.

It is not necessary for me to add anything to what the hon. member for Cariboo said with reference to the resources of that great country which would be served by the railway that he is advocating. Their main resources are grain, millions of bushels potentially, and coal, millions of tons, as he has pointed out. I need hardly add that grain, certainly wheat especially, is one of the main requirements of the world at this time and it is very probable that coal will rank closely behind grain.

These resources are not developed to their full extent because there are no adequate outlets for that area. Without adequate outlets resources cannot find their way to the market, and without adequate transportation facilities people will not go in. There is no free access in or out of the area. Before one can expect any country to develop it is certainly necessary to provide it with a proper transportation system and a proper outlet. After all, that is the whole history of Canada. Canada itself did not develop until someone took his courage in his hands and constructed a railway over what was virtual waste.

Following the construction of the Canadian Pacific railway, Canada along the southern border underwent a great and remarkable expansion. Following the construction of the Canadian National, or what is now the Canadian National, we witnessed an almost equally remarkable expansion in the north central part of the dominion. It is only reasonable, therefore, to assume that the same expansion would follow were we now to build this railway into the further northern part of the two provinces of Alberta and British Columbia.

At six o'clock the house took recess.