

Honourable senators, I also hope that my friend, the honourable senator from Edmonton, will see that a better job is done in the construction of this railway than was the case with regard to its predecessor into the north some years ago, when what was known as the Edmonton, Dunvegan and British Columbia Railway was constructed. To the natives it was known as the E.D. and B.C. road—"The extremely dangerous and badly constructed road". There was reason for that name because as recently as 1928 the road around Lesser Slave Lake was mainly built over poplar poles. The first time I had the privilege of going over that extremely dangerous and badly constructed railway the train was off the track 28 times between Edmonton and Peace River. I trust that engineering techniques and the cost per mile of this railway will return a better value to the people of Canada than was the case in bygone days.

So, regardless of what may appear to be the buying of "a pig in a poke," at this time I could not forego the opportunity of saying I feel confident that we shall work out an agreement which will be to the benefit of the people of Canada. I am sure that the decision to use this route to open up the tremendous resources of the northland is a very important step for Canada.

Hon. John Hnatyshyn: Honourable senators, I will be very brief. I would like to join with the honourable senator from Banff (Hon. Mr. Cameron) in saying that the building of the railway to the north is going to open up the potentialities of that territory, and that it will not be of benefit to the C.P.R. or any mining company, but will be of benefit to the country as a whole, in the same manner as has been the building of the great railways from east to west.

I would also like to point out that this bill does not come exactly as a surprise. It was one of the things that was promised during the election campaign before this government came into power. I remember certain members of the Opposition referring to it as building a railroad from igloo to igloo. When we built our great railways from east to west some people referred to those railways as being built from one wigwam to another. This is only another of the promises that have been kept which were made by the present Government before its election to to power. In *Maclean's* magazine of a month ago I noticed that according to Peter Newman sixty out of seventy promises have already

been fulfilled. With the addition of this one and other promises that have been kept recently, we shall soon be reaching the seventy.

Hon. Mr. Dupuis: Honourable senators, I have two questions I wish to ask the honourable sponsor of the bill (Hon. Mr. Buchanan). Is this section of railway to be a continuation of the existing one between Edmonton and the Peace River district? I travelled through that district in 1933, and as the honourable senator from Banff has remarked, it was not a very safe trip during those days.

My second question: Is Grimshaw on that line now?

Hon. Mr. Buchanan: That railway from Edmonton to Peace River is now jointly operated by the C.P.R. and the C.N.R. This line is to be entirely a C.N.R. operation. It will run from Grimshaw north and will be owned and operated by the C.N.R.

Perhaps I might be allowed to describe the route from Pine Point. The freight will come down to Grimshaw over C.N.R. tracks. It will then pass over the tracks of the Northern Alberta Railways, a system which is operated by the C.N.R. and the C.P.R., to Edmonton. From Edmonton it will pass over the C.N.R. tracks to Calgary, a distance I think of about 238 miles. From Calgary west it passes over the C.P.R. tracks to its destination at Tadanac, British Columbia, because that is the only possible route, a distance of about 460 miles. Therefore, the freight will be shipped over the C.N.R. facilities as far as is possible throughout the whole area.

Hon. Mr. Hayden: I would like to ask the honourable senator from Saskatoon (Hon. Mr. Hnatyshyn) a question. Did I understand him to say that the construction of this line of railway would be of no value to the C.P.R.?

Hon. Mr. Hnatyshyn: No, I did not say that. What I said, or what I meant to say, was that this line of railway is to be built because it is felt that it will benefit the whole country by opening up the northern area.

Motion agreed to and bill read second time.

REFERRED TO COMMITTEE

On motion of Hon. Mr. Buchanan, bill referred to the Standing Committee on Transport and Communications.

The Senate adjourned until tomorrow at 3 p.m.