

was made in 1925 and 1926 recommending the Aggie-Obed route. I merely mention this to preserve the accuracy of the record.

As I said last session, I sympathize with the hon. gentleman in his desire to have the people in his section well-served with railways. I come from a section which, particularly in my younger days, was very desirous of railways, and recalling those early pioneer days of nearly forty years ago, I can easily sympathize with my hon. friend's desire to have the railway facilities to which he refers given to his people in the Peace River country. Last year I hoped most sincerely to visit that great section of our country, but unfortunately due to the pressure of other matters I did not have the opportunity to do so. Perhaps it might not have made any remarkable change in the situation at all, but I should have liked very much to have known that section of the country at first hand.

Before going further may I say that I am not opposing the hon. gentleman's attitude; I am simply discussing it and pointing out the difficulties in the way. I should like to review the situation very briefly. My information of course is not first hand, because I have not inspected the different routes, and while my hon. friend comes from that part of the country probably he has not visited them all either, but at any rate there are four routes which have been suggested as outlets for the Peace River area. There is the Aggie-Obed route, which was suggested in the report of one of the commissions; there is the Monkman pass route, the Pine pass route and finally the Peace pass route, any one of which would provide an outlet from that territory such as my hon. friend desires, though I take it he is not satisfied with the Aggie-Obed route. I believe the production in that area in the last year for which we have complete figures was in the neighbourhood of 20,000,000 bushels, while my hon. friend tells me there are some 40,000 people living in that district.

Having those points in mind I should like to point out that there have been various examinations made of the whole question, as my hon. friend stated. I think he mentioned five different reports. I recall only four, though there may be another, since this question has been looked into very thoroughly. The first report of which I have knowledge was the joint report of the Canadian Pacific Railway and the Canadian National Railways, made in 1925. The second report of which I have heard, though I have never had the opportunity of reading it, is the one of 1929-30, made in cooperation with the railways by the province of British Columbia itself. This report never has been supplied to me or,

I think, to any member of this house. Some of the British Columbia members may have seen it, but I have not.

Mr. MACKENZIE (Vancouver): No, no one has seen it, but I may say that it was tabled in the provincial house just the other day.

Mr. MANION: Then there was the 1931 report of the Canadian Pacific Railway, which has not been tabled in this house because, while I have a copy in my office, I was never given permission by the company, who made the examination at their own expense, to lay it on the table of the house. After that report came out, since it differed materially from the original report which recommended the Aggie-Obed route, I stated in the house last year that I would endeavour to have the two railways get together and, if possible, agree upon a joint report. Later on I had Sir Henry Thornton and Mr. Beatty in my office, as I promised, and they discussed the whole matter, but neither railway was interested in building an outlet by itself; in fact both gentlemen took the position that if this route should be opened up, the government must pay the bill. At the same time, however, they agreed that a further joint investigation might be made by their engineers and a third engineer to be appointed, and as a result this 1932 report, which was tabled a short time ago, was made. At my request an investigation was made by a Canadian Pacific railway engineer, a Canadian National railways engineer, and a third engineer, Mr. Crysedale. Those are the four reports that have been placed before me, or of which I have knowledge, and I mean to deal with them very briefly.

The joint report of 1925 favoured the Aggie-Obed route, and I should like to place on record a brief resumé of the report. The engineers estimated that there were about 8,500,000 acres of land in the Peace River district suitable for settlement, and that when it was developed this land would produce about 1,860,000 tons of outgoing traffic, or a total of about 1,953,000 tons of all traffic. They recommended the Aggie-Obed outlet and I will give some of the details of their estimate of the cost of development. The minimum immediate outlay they estimated at \$13,336,000, and the cost for the maximum tonnage, including branch lines, they estimated at about \$80,000,000. In their conclusions they make the following statement:

It would be more economical to handle the business, regardless of the rate received, over the existing lines, until the traffic was many times the present.