

*Employment Commission*

country and provide a market for the settlers who have been brought by the dominion government into that northern section.

I would point out, especially with reference to what has been said by the leader of the opposition in regard to the expenditure of moneys in the various provinces, that the Peace River country is not in one province; it is as much in British Columbia as it is in Alberta. In 1905 when this parliament created Alberta it did not hand over the lands and natural resources to that province but retained the administration of them, and through that administration colonization took place. When British Columbia joined confederation in 1871 the great Peace River block, for purposes of administration, was given to the national government at Ottawa, and the lands in both Alberta and the Peace River block were administered by Ottawa from the time those provinces came into existence until within seven or eight years ago, so that the great bulk of the settlement that has taken place in the Peace River district in Alberta and British Columbia has taken place under the auspices of the national government and not of either of the two provincial governments. I ask now that this parliament, which on many occasions has voted in favour of a rail outlet from the Peace River district to the coast, should listen to the plea that some time, through the expenditure of moneys that are being provided for in this bill, the faith of the people of that northern district in Canadian public life may be restored and that, through the efforts of the national government combined, if possible, with those of the provinces in question, they may be given that outlet to which they are entitled; that the faith of the people may be restored; that the mineral deposits which nature has given them may be developed, and that so far as the tourist traffic is concerned, because that appears to be very much before parliament at this moment, when that highway is completed through northern British Columbia into the Peace River district, opening up the attractions of Peace River to tourists on the north American continent, there will be provided exactly what the leader of the opposition says that some of these other roads will provide. The tourist will be enabled to go north over the great historic Cariboo highway right into the Peace River district, through the mineral areas that will be developed, along the natural grandeur of the Peace river itself, back through Edmonton, and east or south as he may wish to go, making the round trip from Seattle, Washington, through Vancouver, Lillooet, Williams Lake, Quesnel north to Prince George

[Mr. Turgeon.]

or Vanderhoof and Fort St. James, east along the scenic grandeur of the Peace river, south again to Edmonton and south to Calgary, or east as he may wish. I leave this thought with the parliament of Canada, pointing out that besides the benefits which will accrue from the expenditure of this money there is a duty imposed upon parliament in consequence of things that have been done in the past.

Mr. COLDWELL: I realize the necessity for the encouragement of the tourist traffic, but I suggest that that, when roads as public works are being considered, dangerous level crossings be given particular attention, and also that where it is possible to place bridges over rivers on which ferries are dangerous and difficult such undertakings be included. I am not in any way criticizing the idea of constructing roads into parks, but I do think level crossings and bridges over difficult and dangerous rivers should have precedence over suggestions that are in the nature of luxuries.

Paragraph (e) agreed to.

On paragraph (f)—Cooperation with groups.

Mr. MacNICOL: This paragraph reads:—investigate and report to the minister on measures of cooperation with commercial and industrial groups in devising means under which provision may be made for the maintenance and increase of employment.

Much has been said during this discussion about the hope that industry will provide a good deal of employment. I assume, therefore, that when the commission starts touring the country it will visit various industrial centres and in the course of its tour it will call at many individual plants and will offer some suggestions with regard to providing work for men. I have been hoping that something would be said as to what suggestions might be offered to the industrialists of the country to provide more employment. Certainly, if more employment is to be provided there must be a greater outlet for what is produced, and I imagine that what will be said to those who are operating industrial institutions will be rather along the line of increasing production. A few days ago I came into contact with a very small industry employing something less than two score of young men and women making wooden heels for ladies' shoes. According to the recent trade agreements the protection on the product of that small plant has been reduced from 25 to 20 per cent, that is to say, a 20 per cent cut. A number of the employees of the plant have already been laid off and I have been informed—I do not know but I shall inquire this week—that the plant itself, small though it is, is going to close down, with the result that the line it is