

for the most part as that traversed by the Canadian Northern. With the exception of some mileage around Howe Sound there are no physical conditions quite so prohibitive on the Pacific Great Eastern as those presented on the Canadian Northern Pacific, one section of which, in the vicinity of Savonas Prairie, is costing in the neighborhood of \$101,000 a mile. Nor is it proposed on the Pacific Great Eastern, nor would the character of the country permit it, to have the same easy and economic gradients that are to be found on the Canadian Northern. In a large measure, Mr. Speaker, the Pacific Great Eastern has been treated by Parliament and the country as a colonization line, where in the usual course of events there are not to be found the same finished structures in the way of bridges, and the same heavy roadbed for traffic that you will find on the well standardized railway. But the point I want to make clear is that while the original obligation of the Pacific Great Eastern actually obliges that road to build on a standard equal to the Canadian Northern between Winnipeg and Edmonton, it is desired by this corporation, an independent and local pioneer colonization corporation, to make the best of the investment and to offer the best trackage that conditions will permit between the Peace River and the City of Vancouver.

The country thus traversed has been dealt with by me before now. I referred to the section between Fort George and the City of Vancouver when I introduced this policy to the House two years ago. I pointed out at the time that there would appear to be from Squamish to Fort George a section of the Province equal to the highest agricultural and mineral development. The Squamish district, despite its many handicaps, had already proved that it was a most up-to-date district. The reports from miners and prospectors who went into the country were all of the most gratifying and encouraging nature. Pemberton Meadows and the nearby vicinity, since the earliest days of settlement in the country has been regarded as one of the richest agricultural zones that we possess. Lillooet had already proven its worth in the way of fruits and other products, which were brought to Vancouver in competition with the products of the Okanagan and other

interior sections. As for the valley of the Fraser, the Cariboo district, Fort George and Chilootin Country, it would be difficult for me to add to the accounts that have already been given by men well versed in the subject they speak of. It has been my privilege for many sessions to listen to the speeches of the Members for Cariboo and other districts of the Province as to the wonderful possibilities for agricultural development, and on several occasions I have been fortunate enough to look over the territory myself and to be satisfied as to what that resourcefulness can and must mean presently when, through the operations of the Pacific Great Eastern, it has an opportunity of expressing itself.

As to the lead mines of the Cariboo, I think their latent wealth is a matter of record and that, given an opportunity in the shape of proper transportation facilities, they will do much toward giving British Columbia the place she has a right to occupy. There is abundance of evidence to show that the lead deposits are numerous and of such a character as will undoubtedly attract universal attention.

This brings me to Fort George itself, where, instead of still pressing on into a veritable pioneer district, the Pacific Great Eastern, when it makes contact with the limits of the place, will be at once brought into touch with the national transcontinental. If there was nothing else to justify the building of this road to Vancouver than the construction of the national transcontinental, I think that circumstance in itself would be ample; and when we couple with that fact the wondrous wealth of the intervening territory that lies between Fort George and the City of Vancouver, we have such a complete and fascinating story that it would be difficult indeed for any person interested in the Province to refrain from going into obstacles over the possibilities of development.

While I cannot claim for the Pacific Great Eastern the same status as a railway corporation that is occupied today by the Canadian Northern, I can say that the Government was careful enough to see before committing itself to this corporation that there was no uncertainty as to its backing and traffic arrangements with the Grand Trunk Pacific. Reference to the Provincial Acts of 1912 will show that there is