

Prairie Transmission Lines

will be kept under review along with other requirements, and that construction will not be proceeded with until such time as a number of other needs of greater priority have been met. I should like to emphasize the words "of greater priority". Quite obviously the Minister of National Defence feels that there are other places where defence votes should be spent first before they are spent on the Pacific coast. One might almost come to the conclusion that British Columbia is to be written off as expendable, should there be a third war, so deplorable are the defences on our coast. That only brings out in greater emphasis the importance of moving from such metropolitan centres as Vancouver, Burnaby and New Westminster these manufacturing establishments which are being maintained there, and which will be so vulnerable in the event of a hostile attack on the Pacific coast.

All up the Fraser valley, all up the two trans-continental railway lines, up the valley of the Thompson river, there are many opportunities to decentralize the industries that are now collected around Vancouver and are so vulnerable to the possibility of attack.

Some years before the last war, plans were made to select a point where reserves of stores and ammunition might be collected. The most central point that was found was in the area of the city of Kamloops. Army, navy and air force stores have been established there. I am not going into the nature of the stores. Let it be sufficient to say that they are of immense importance to the defence not only of British Columbia but of the whole of Canada. These stores have to be maintained. Certain of that equipment has to be maintained at constant temperature. Certain of that equipment requires repair facilities, machines and so on which are required to do the necessary repair work. It requires power to carry out those tasks. That is only one centre. It is a logical centre because the two trans-continental railways go through there, and so will the trans-Canada highway. There are other highways leading up to the north country, going from Ashcroft up to Cariboo, up to Prince George and perhaps on from there ultimately connecting up with the Peace river block and on up to the Alaska highway. There is also the possibility of a road being constructed following the line of the Canadian National railway.

Mr. Deputy Speaker: Order. I am sorry to interrupt the hon. member. The debate is not on highways or on railways; it is on pipe lines. I would ask the hon. member to confine his remarks to the principle of the bill.

Mr. Pearkes: In order that this pipe line be constructed, it is essential that there shall be a railway and a road. I cannot conceive

[Mr. Pearkes.]

of a pipe line being constructed without either a railway or a road on which to bring the material to that pipe line. I would point out that those facilities do exist on the Canadian National railways running from Edmonton, through the Thompson valley to Kamloops, along which there is a road at least partially constructed. I am sure that road would have to be improved.

From all the reports one reads in the newspapers I do not believe the trans-Canada highway is to follow that route. Only last week I received a copy of the *Edmonton Journal*, I believe it was, which went to considerable lengths in advocating that the trans-Canada highway be built through the Yellowhead pass. I do not imagine that that route is to be constructed as part of the highway. However, there is no earthly reason why a second route should not be constructed along there which would—

Mr. Deputy Speaker: Order. The principle of the bill is not the construction of roads or highways, but rather the construction of a pipe line.

Mr. Pearkes: I apologize if in the point I am trying to make I have become a little involved, but I have been prompted to speak by the observations of the hon. member for Edmonton East (Mr. Macdonald), and I had not prepared my speech in advance.

The point I am trying to emphasize is that while that area may not be served by the trans-Canada highway, either it will have to be served by a highway before the construction of the pipe line is completed or else a highway will have to be constructed and maintained after the pipe line has been laid, so that there will be an alternative route.

That is a matter of immense importance so far as the defence of this country is concerned, because at the present time there is no highway striking northeast from Kamloops up toward Edmonton. One has to go around the Big Bend, through the Rockies, through Banff national park, or in to Calgary and thence up to Edmonton. This would shorten the route tremendously.

So the very construction of this pipe line, with its attendant road, would be of value not only from the point of view of national defence but also from that of opening up that country. I hope therefore that before final consideration is given to the bill, however indifferently I may have presented my argument, these serious points may be considered. There is a Canadian aspect to be considered, and the defence point of view which is affected by and dependent upon the route selected for this pipe line.