

twenty pounds of ammonia sulphate, thirty gallons of crude oil tar, three gallons of creosote oil, one gallon of lubricating oil, ten pounds of grease, and 1,500 pounds of coke; and even that does not exhaust all the possible by-products of a ton of coal. The British Columbia government informs us that there are three billion tons of coal packed in there in that area near Hudson Hope. The only way you can get it out is by a wheel-barrow.

I also wish to mention in passing the great wealth of hydro-electric power that we have in the ridings of Peace River and Cariboo. The Peace river canyon alone has tremendous possibilities. The government has estimated that sufficient power could be developed in the canyon alone to meet all the light, heat and power needs of a city of one million people, and that is probably more people than we have in the entire province of British Columbia. Then there is also the Fraser river and other rivers which could produce an immense volume of power.

I should also mention that Cariboo riding is a mecca for tourists. There is no more beautiful scenery in the world, and fishing and hunting are superb in the Cariboo.

In the southern end of the riding horticulture is beginning to be developed extensively. They can grow fruit and vegetables in great abundance, but until recently they did not do so because they would grow it only to rot in the fields. Last year, however, a canning industry was established at Lillooet, and it has greatly stimulated the growth of fruit and vegetables.

While I am emphasizing the great national wealth of the territories which would be benefited by a Peace River outlet, I do not desire to base my argument for the building of the road entirely on this ground. I think any forward-looking government and parliament would give careful consideration to these great resources and would be planning the best way to develop them in the interests of the nation as a whole. But even if that were not done I wish to make this point, that the Peace River outlet should be built because of the developments that have already taken place in that area. There is already a sufficient development to warrant the building of the Peace River outlet. It is necessary to enable the farmers in that territory to market their produce direct in the coast ports as well as in the interior. It is necessary for them to have this line in order to facilitate the marketing of fruit from the southern part of British Columbia, in the Peace river and on the prairies. It is necessary equally to have this means of transportation in order that they may be able to supply feed grain

to the ranchers, dairymen and chicken farmers of southern and interior British Columbia. This line which I am suggesting should be built would make the Pacific Great Eastern, the Northern Alberta and the Canadian National from Jasper to Prince Rupert pay dividends. It would also bring about cheaper transportation for farmers' grain that has to be exported, particularly to the orient, and it would justify the building of the grain elevator at Prince Rupert. My information is that, while that elevator was built at a very considerable cost of public money, it has never been used to any extent, certainly far from being used to its fullest capacity; and it is simply monstrous that the grain which is grown in the Peace River district cannot be directly unloaded in the elevator at Prince Rupert so as to stimulate not only the railway itself but serve the community which grows wheat so extensively in the Peace River country and provide the shipping so badly needed at the city of Prince Rupert.

I desire to urge this undertaking on the government as part of its post-war rehabilitation programme. As far as I understand the government's programme as it has been announced by the spokesmen for the administration, the government anticipates that there will be need of extensive public investments in the immediate future; for while the government is apparently committed to entrusting the future of our economy to the gentle and tender care of private enterprise, it does not seem to have a very great deal of confidence in private enterprise; it anticipates that private enterprise will fall down; and if the government does not do something about the matter there will be another depression, perhaps as bad as that which preceded the war. So that the government has told us that when private enterprise has done its best to give full employment and maintain full production the government will undertake to make very considerable public investments with a view to increasing purchasing power and thus stimulate private enterprise to scramble for greater profits and thereby employ the population. That, I believe, is a fair statement of the government's position.

The expenditures which might be made in connection with the Peace River outlet would do much of what the government intends to do in the event of unemployment becoming rampant. I do not know when it is rampant; whether it is rampant when we have 250,000 unemployed, or 300,000 or 450,000 unemployed. So far as I am concerned it has all the rampancy that it ought to have now. But such an investment would, as I say, not only stimulate private industry but at the same time leave