

from the nearest railroad. Try to duplicate that anywhere in Canada. These towns have developed with all the facilities, churches, schools, and everything. The railroad was sixty-five miles away or more and goods had to be shipped by team or light truck to Bonnyville, my home town.

At a place called Abilene, the railway divides and one branch goes southeast to Heinsburg and the other branch goes up to Beaver River. At these points the Tory government stopped construction. I have never seen anything more desperate. Talk about frustration! I have heard the hon. member for Lake Centre (Mr. Diefenbaker) talk about frustration and I remember his eloquence when he pointed the finger of scorn at the treasury benches. I am reminded of the trestle over the Beaver river which cost nearly one million. It crosses the valley on cement piers over the water and only a small span of steel is needed. What a saving there would be for those farmers who are hauling their stuff to market if this bridge were completed. I say to the administration and to the new manager of the Canadian National Railways that we should go back to the days of Sir Henry Thornton, the days of construction. The time has arrived to complete this railway link, and I challenge any railway authority in Ottawa to say otherwise.

I have spoken with many railway officials. A short time ago I was speaking with a railway official in Edmonton who told me the line would not cost us two cents because of the business that will originate along that line. There will be traffic for Battleford, Saskatoon, Winnipeg, and even for the Hudson Bay Railway up to Churchill. Only a few miles along that line one finds the new oil field of Redwater. We have heard arguments about keeping all this oil in the west. Imagine! This field will produce about 750 million barrels of oil as prospecting indicates and a short distance away from it there are the vast resources of Leduc. Transportation is needed to develop these vast resources.

Twenty miles beyond St. Paul, and about fifteen miles west of the present Canadian National railway lines terminating at Heinsburg, a salt mine has been discovered. It has been developed and a great factory has been built. This mine is now serving the needs of the prairies without the necessity of importing salt from eastern Canada.

I am going to tell you something. The Canadian Pacific runs through that country between the main line of the Canadian National Railways and the Saskatchewan river. The line, which was built some years ago, runs from Lloydminster into Edmonton. It is taking about two-thirds of the traffic

from the Canadian National Railways. The Canadian Pacific did very well to obtain this line; they must have good lawyers. Their railway line is only a few miles from the salt factory of which I spoke a moment ago. In spite of the necessity of hauling goods up and down the hills of Saskatchewan, many farmers are transporting their wheat, cattle and hogs south to the Canadian Pacific. In this way they receive a cent or two more. A highway is now being built from the town of Vermilion to Elk Point in Athabaska and unless the Canadian National Railways and Mr. Gordon become alive to the situation they will find that three-quarters of the traffic from that country will go south to the Canadian Pacific Railway. Do we want that to happen? If we do not, then during the course of the next few months steps will have to be taken to meet the situation.

Let me remind the house that the surveys have all been made and specifications have been prepared. The cost has been ascertained under present prices which are much higher than they were when the original plans were made. Unless these branches are built from Heinsburg to St. Walburg and from Beaver River to St. Walburg to close these gaps, all the oil, wheat and cattle shipments will be diverted to the Canadian Pacific. I am sure the Canadian Pacific hopes we will not bridge these gaps. Again I remind hon. gentlemen that the plans were prepared. Even the contracts were granted, so let us go ahead.

Often I have asked myself, what is the price of loyalty? What are the rewards of loyalty?—loyalty to your country, loyalty to your family, loyalty to your church, whichever it is. Loyalty is, I believe, the greatest virtue in the world. It is because of this loyalty, sir, that I am trying to obtain these things for the people of Athabaska which they ought to have. They deserve these things from this government. It is because of loyalty to these pioneer settlers that I am making this speech. Here I am talking about myself again. I could name forty places throughout that country, from Edmonton north, east and west, in which I was the first man to hold a public meeting; that was fifty years ago in some cases. The name of Dechene is still good, and the people know that I try to honour my obligations. It is for that reason that I am asking for the privilege of speaking to you today.

I should like to speak about something else for a few moments. Oil has been discussed in this house. There is one thing I wish to bring to the attention of the people of Ontario and Quebec, where the money and the great factories are. I would ask them why they do not move some of these factories or branches thereof to the source of