

Motions for Papers

with charges made against said J. C. Levesque, including the proof and evidence of all the witnesses heard at said inquiry together with the decision arrived at by the commissioner who held said inquiry.

Mr. DUPRE: It may be stated in reference to this motion that there is no correspondence concerning Joseph C. Levesque, because he was never postmaster at Bagotville. I am informed that this man acted as assistant to his mother, who was the former postmistress at Bagotville and was dismissed on August 22, 1931, on account of old age and inattention to duty.

Mr. CASGRAIN: With the permission of the minister may I ask if he has any information or documents relative to an inquiry held concerning this same person, Mr. Joseph C. Levesque, when he was acting as postmaster for his mother?

Mr. DUPRE: I am not ready to say that he acted as postmaster, but I may tell my hon. friend that the copy of all correspondence, including reports of investigations, and so on, was tabled in the house by the Postmaster General on April 11, 1932, in compliance with an order of the house passed at the request of my hon. friend, himself, on March 7, 1932. If there is any report on Mr. Levesque himself, my hon. friend would find it in the documents then tabled. I suggest, Mr. Speaker, that the motion might be dropped if my hon. friend is willing.

Motion withdrawn.

PASPEBIAC, QUE., WHARF

Mr. MARCIL:

For a copy of pay lists and accounts for material in connection with work done on the Portage wharf at Paspébiac, Quebec, in 1933 and 1934.

PEACE RIVER OUTLET

PROPOSED CONSTRUCTION OF RAILWAY FROM
DISTRICT TO PACIFIC COAST

Mr. D. M. KENNEDY (Peace River)
moved:

That, in the opinion of this house, the Peace River country should be connected by a direct railway outlet to the Pacific coast.

He said: Mr. Speaker, it is not my intention to take up a great deal of the time of the house this afternoon, possibly not the whole of my forty minutes, in going over some of the arguments which time and again have been presented in this house for the last ten years. But as the representative of

[Mr. Casgrain.]

the Peace River country I think it is my duty to bring this matter again to the attention of the house and the government. The whole program of railway development in a new country is a very important matter not only for that particular part of the country but for the dominion as a whole. While we have not yet got an outlet to the Pacific coast, certain developments with regard to railways have taken place in the last ten years which have been of importance to the more thickly settled portion of the Peace River country, and our efforts in that direction and the developments that have taken place for the assistance of the settlers have been of some consequence. However, due to the dry weather in the more southerly sections of Saskatchewan and Alberta and to the difficulties they have experienced in those sections with regard to grain growing, there has been a large influx of settlers from those sections into the newer district of Peace River. Anyone who will study the population of those western provinces will be very much struck with the thinning out of the population in the southern sections that has taken place over a period of years and with the movement to the northern portions of the province of a large number of settlers from the southern sections. The population of the Peace River country has in the last ten years increased from about twenty thousand to something like fifty thousand, and of course that is one reason why there has been a constant demand for new railways, new roads and new schools in that district. But notwithstanding the depression, and that we have, or think we have, a great deal of difficulty in providing new facilities, there is a constant need and a constant demand for these new facilities regardless of what may be happening in the country generally. We still have settlers trying to establish themselves at a distance of sixty, seventy-five, eighty and a hundred miles from a railway, and that is not just in a few isolated cases. I will mention Battle River prairie, located eighty miles north of the town of Grimshaw and about a hundred miles by road from the town of Peace River. There we have a large territory, possibly twenty miles square, which is thickly settled and is being developed in spite of the present handicap of low prices, so low in fact that in some cases grain will hardly pay for its cost of transportation to the railway, and in other cases it actually does not pay the cost of transportation. In that settlement we have people who have moved in there from older settled districts where some of them were