

town of Grande Prairie, which some day will be a city. At Grande Prairie it turns and runs to the northwest, ending at Dawson Creek. I never saw such a jumble of railways in my life. They do not seem to go anywhere but run all over the lot. From Spirit River to Pouce Coupe a route was constructed many years ago but the rails were never laid.

The whole area should be given an outlet to the sea. I am not going to enter into a discussion as to where the outlet should be. Some have mentioned Prince Rupert and others, Vancouver. They are both splendid outlets.

An hon. MEMBER: What about Squamish?

Mr. MacNICOL: I said an outlet to the sea. We have enough of these inland outlets already. I think my hon. friend, the member for Kamloops (Mr. Fulton) described the situation very well. I was not referring in any derogatory way to the town my hon. friend who interrupted mentioned, but I like to see a railway run to a destination where it will connect up with some other line, and I hope that at another session some of the British Columbia members will bring in a resolution to project these railways in British Columbia on northward. I often wonder why a road has not been run right through the Rocky mountains' trough. I do not know why it could not go right through there. It could go at least as far as I went because a railway can go as far as I can walk. I do not see why a railway could not go through there, maybe up to White Horse. I may be exaggerating a little as to distance because I did not walk that far, but certainly as far as I went up there a railway can go. The whole area wants railway connections and, as one hon. member has said, the railways should precede the opening up of a country. It is full of magnificent resources, minerals of every description in vast quantities. The mover of the resolution (Mr. Irvine) spoke of the great coal deposit at Hudson Hope. I have a piece of coal from Hudson Hope either in my desk or in my room. It is a wonderful deposit of coal, and that deposit has this great advantage, that you could take coal out of that mine and transport it down the Peace river itself. But that is a waterways question, not a railway question.

I wish to pay tribute to those pioneers who have endured everything in the Peace River country, in Alberta and in British Columbia. They have endured things that no pioneers should be asked to endure. And what have they now? The railways end just where they did forty years ago. But settlement has gone away beyond the railways. The last time I

went for forty miles north of Fort St. John. I saw a very good settlement. As it is to-day, these people have to come down the Alaska highway and then down to Dawson Creek before they can get their produce to a railway.

I support this resolution strongly. I would have supported it from my own observations, but I have also had numerous letters from people up there who know I am familiar with what they are up against.

Even after you leave Peace River, the railroad should be extended east. I know that if my hon. friend the leader of the Social Credit party, (Mr. Low), who unfortunately is out of town to-day, were here he would be advocating the extension of the railway east from the town of Peace River to Athabaska Landing. For how long have we not heard of the hopes of Athabaska Landing. There is another case where the railroad ends in the air. It ends at the town of Athabaska. That line should be extended east from Peace river to Athabaska Landing, then on to Lac la Biche, past Meadow Lake and on to Prince Albert. The hon. member for Athabaska has repeatedly asked for an extension of the railway from Frenchman Butte to connect up a forty-mile gap. My hon. friend the member for Lake Centre (Mr. Diefenbaker), if he wants to go from Prince Albert to Edmonton, has to do as I did, take that whole long route down to Saskatoon, where he transfers and takes the main line to Edmonton. The line should go straight through, as the hon. member for Athabaska has urged on many occasions.

Mr. CRUICKSHANK: Where is Prince Albert?

Mr. MacINNIS: Ask the Prime Minister.

Mr. MacNICOL: I had been expecting my hon. friend the member for Fraser Valley to rise in his place long ago and support this resolution. I shall not answer his question because I think too much of him and he may rise and support this resolution yet. All the railroads in that part of the country, in British Columbia and Alberta, end, as one might say, in the woods, except the one that runs to Prince Rupert.

I hope that the Minister of Transport (Mr. Chevrier) will accept this resolution. There is no reason why he cannot accept it because all it asks for is consideration of this project. But I want him to do more than consider it. I want him as Minister of Transport to build some of these lines so that the people of this great area, where there are now many thousands of people — there are 10,000 farmers north of the Peace river and there are thousands of fine farms south of the river;