

tion that comes to us through the press is simply this: that the Premier of British Columbia has interested himself in this proposal. I have to-day received from British Columbia a letter which tells me that when the late Dr. Tolmie was advocating the building of this road the present Premier of British Columbia opposed such a scheme, but that he now supports it. I do not attach any importance to that, except to note that he has changed his mind. He has been to Washington and has conferred with the Government there, and certain negotiations have taken place with respect to the construction of the road. One newspaper story is that the Secretary of the Interior of the United States offered to lend \$20,000,000, presumably to the province of British Columbia, for the construction of the road, and that the people of British Columbia said, "No." The story heard in Western Canada is that the province of British Columbia has no money to build the road and will borrow no money for that purpose, and that if the road is built it will be paid for by American money to be found, presumably, by the Government of the United States.

Hon. Mr. FARRIS: Will my honourable friend permit me to read a statement made by Premier Pattullo this week? I should have read it when I was on my feet before.

Hon. Mr. GRIESBACH: Certainly.

Hon. Mr. FARRIS: This is the report of an interview sent to the Victoria Times by Mr. Bruce Hutchison, one of the most outstanding newspaper men in Canada. It is as follows:

I have heard no suggestion by anyone in British Columbia that the United States should build any road in that province. We build our own roads. Except as Canada might declare to the contrary in a national emergency of some kind, the roads are entirely under provincial jurisdiction. One might paraphrase Kipling and say that the roads are ours to open, the roads are ours to close.

Hon. Mr. GRIESBACH: As I said in the course of my opening address, I am quite familiar with all the subterfuges adopted, such as the organization of a private company which will sell bonds, to conceal the fact that the United States Government are interested. But the point is that there is no money in British Columbia to build this road, and there is no likelihood of the money being raised anywhere in Canada.

My honourable friend was most eloquent in describing the north country which was to be developed by this highway. I could not help noticing the startling resemblance

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which his remarks bore to some of the speeches delivered in advocacy of the construction of the Trans-Canada Railway. We were told of the tremendous wealth of agricultural, timber and other resources which were to be developed by that railroad, but for twenty years it has been a derelict, and its bones are bleaching in the sun. But let that pass. I quite agree that the northern part of British Columbia is a great territory, and that it should be developed; but with the experience we have had in this country we will not undertake anything of that sort unless we can clearly see the outcome.

From all the information that has come to hand from the American press and from British Columbia, we may conclude that the people of British Columbia will not build this road, because they have not the money. We may also feel certain that nobody else in Canada is going to build it. Therefore, if it is to be built, it must be built by American capital.

The American papers have gone into some detail about the building of the road. They suggest that it be under the control of the American army engineers. The explanation of that, as given by the honourable gentleman, is perfectly correct. Here is an American press dispatch from Seattle, dated April 27 of last year:

Carmichael believes that a plan acceptable to both nations can be arranged whereby the highway could be constructed by American labour and machinery. Carmichael suggests that labourers be paid one-third of their wages in Canada and the remaining two-thirds in equal monthly instalments of \$30 each at their home address on return from Canada.

Apparently there had been some thought of building the road by means of unemployed Americans who would be paid one-third of their wages in Canada.

To give an idea of the state of the public mind, I shall read from Collier's of April 1, 1939, an article which, though flippant throughout, is representative of a certain type of journalism. I shall read it just to describe the attitude of the province towards the proposal that the American Government should lend \$20,000,000 to British Columbia, which said: "We do not want to borrow; we want the road built."

Very well, then, let the States build the Great North Road, says British Columbia. Let them leave it by treaty to the keeping of British Columbia—ah well, Canada, if you insist—in time of peace. And by the same treaty it will become the free and grateful privilege of the United States to use it in war-time.

The other day I read several extracts from American papers. I do not want to be bound by them, but what they say emphasizes the