

railway requirement for the Peace River country is important, because those supporting it desire a transportation outlet to the Pacific coast, and having in mind the development of northern Alberta and northern Saskatchewan during the last few years, I believe the importance of that outlet is assuming a value in a national way that it has not assumed previously.

I listened to the hon. members who have taken part in this discussion, and I also listened to the review of the situation by the Minister of Railways (Mr. Manion). If I understood him correctly his policy is one of doing nothing for the present time, and he presented a very vague hope of action in the days to come. I do not know when something will be done with regard to an outlet from the Peace River district, but I should like to present very briefly the viewpoint of the people living in northwestern Saskatchewan who desire some line of communication into that great country. North Battleford, Prince Albert and Edmonton look upon themselves as gateways to that area, and any question that concerns the development of the transportation facilities of the Peace River country certainly concerns the future of those three cities and of the increasing population in the great area northwestward to the Pacific ocean.

In that regard I should like to direct the attention of the Minister of Railways and the Prime Minister (Mr. Bennett) to the pledge given by the Conservative party in 1930 when they appealed to the people of Canada, and I want to know why their transportation policy has not been carried out. I should like to read pledge No. 5 in their platform as it was presented to the people some three years ago:

We pledge ourselves to the improvement of the whole scheme of Canadian transportation northward by the completion of the Hudson Bay route, and the construction of such branches as may be necessary to render it most readily available to every part of Canada; to the Pacific slope by a Peace river outlet, and east and west by the development of the St. Lawrence waterways, and we pledge ourselves to aid existing traffic channels, and to increase port facilities on the great lakes, Hudson bay and the Atlantic and Pacific oceans, and to the establishment of a national highway system.

That is the pledge, definite and clear as crystal, made by the Conservative party three years ago, and I should like to know where they stand to-day with regard to it.

Mr. MANION: Has my hon. friend heard of the pledge made by his own leader in 1924?

Mr. McINTOSH: I may deal with that a little later; I am dealing with your pledge now. If I did deal with the other pledge it

would not save the Minister of Railways at all. Never mind the other fellow; get down to business yourself and do something. The question is what the Prime Minister and the Minister of Railways are going to do about it.

I should like to come now to a phase of the question which concerns, directly, the development of northwestern Saskatchewan. In the northern part of my riding we have the remains of a railway which was projected by the Liberal government in 1930, and sanctioned by this house, and which should have been finished in 1932. That railway has been practically scrapped by the present government. I refer to the line running from St. Walburg across the Beaver river. We have sixty-nine miles of a grade for which this country has paid and which is crumbling to pieces. For the last three years practically nothing has been done; not a mile of steel has been laid. That line passes through a country containing thousands of people who came from southern Alberta, southern Manitoba and southern Saskatchewan; they are farmers who are really farming, and last year there was at least 150,000 bushels of grain produced in that district, yet nothing has been done to finish that line. The ties are there, rotting; the grade is there, and as we have said it is falling to pieces. I maintain that this is one of the greatest pieces of railroad bungling perpetrated by this government. These people are left high and dry without railroad facilities. The argument cannot be advanced that the line would not pay; every mile of line in northwestern Saskatchewan will pay, and therefore I say something should be done immediately with regard to that road.

The grade from St. Walburg runs through a fine mixed farming area. It goes from St. Walburg to Red Cross; from Red Cross to Loon Lake; from Loon Lake it crosses the Beaver river to Plat Valley and from Plat Valley to Goodsoil. Before it reaches Goodsoil it crosses the Beaver river and runs northwest towards the Pacific ocean. This ought to be a very good time to have something done, while labour is cheap. The grade is there and the ties are lying beside the grade. All that we should have to do would be to purchase secondhand steel and lay it on that road; but even with this slight cost nothing has been done and thousands of farmers as well as hundreds of business men are without railway service into that country, notwithstanding the fact that they went there three or four years ago with the distinct promise of railway transportation for the purpose of bringing about the agricultural and