

is yet available in British Columbia and in northern Saskatchewan and Alberta you ensure employment for ten thousand men and women in the factories of eastern and central Canada. There is no doubt about that. Just the other day I heard someone on the streets of Ottawa say that the west wants everything. All we want is to do our share in looking after the welfare of the workers of this country. We want to do our share in the reconstruction work that will be necessary. We want to contribute to the employment of men and women in the factories of eastern and central Canada.

These gaps in the line must be filled in, and I intend to refer to this matter in a later debate in this house. I hold in my hand a brief which I am proud to say was prepared by my son who was recently discharged from the army but who is now practising law in Alberta. This brief is presented on behalf of the people from St. Walburg in Saskatchewan to my own town of Bonnyville. If this route is completed new highway transportation will be provided for the northern parts of the western provinces. I do not want to keep the house too long, but I should like to show hon. members something of the possibilities.

In 1923 when I was a member of the Alberta provincial house I called upon the man who is now president of the Canadian Pacific Railway Company. At that time he was a vice-president stationed in Winnipeg. I was fortunate to get an immediate audience and he gave me an immediate and clear and straight answer to a question I asked. I asked, "Are you interested in the construction of branch lines and railroads in north-eastern Alberta and northwestern Saskatchewan?" He said, "No, we are not. We had plans and surveys made in the past but we have abandoned them. We consider that that country is now part of the Canadian National railway territory and that it is up to them to develop it." May I claim credit for having told the gentleman then that he was making a mistake, that I, for one, was convinced of the tremendous possibilities of that north country where crops can be produced every year and which does not depend on one type of production alone, but where we have a diversity of resources and of production. Inside of five years the Canadian Pacific Railway Company came to this house and asked for a charter renewal or for a new charter to build lines in the northern part of the western provinces.

A few years later, in 1929 or 1930, I read in *Hansard* recently that the Canadian Pacific Railway Company had joined with the Cana-

dian National Railways in the purchase of the Northern Alberta railway, then known as the Edmonton, Dunvegan and British Columbia railway and the Alberta Great Waterways. They purchased these roads and they are to-day part of the Northern Alberta railway. So that we now have these two great railways joint owners of hundreds of miles of line in that territory. The Canadian Pacific Railway Company has obtained running rights from near Meadow Lake on the Canadian National Railways on which construction began in 1929 at Loon Lake in Saskatchewan, a line which I am asking them to complete now that the war is over. The Canadian Pacific Railway Company has running rights for fifty-five miles over the Canadian National railway, from a point at or near Loon Lake in the constituency of Athabaska to Cold Lake. The Canadian Pacific survey extends in an easterly direction and somewhat to the north running right through the riding of Athabaska and joining there with the Northern Alberta railway at Lac La Biche, and with the Edmonton, Dunvegan and British Columbia railway somewhere in the vicinity of Lesser Slave lake, forming a great new highway of communication in the northern part of the province, indicating not only the advisability but the necessity of building this western outlet which we are advocating to-day in this house.

I have been pleased with the tone of this debate, and I wish to congratulate the hon. member for Cariboo (Mr. Irvine) upon the able manner in which he has presented his argument in favour of the building of this outlet. I have spent the best years of my life, if I may speak humbly about myself, in the service of my country, and now that I am getting old I hope that God will lend to me enough years of life to enable me to see the completion of this great project and to hear the engines whistling their way clear all the way from Winnipeg and Saskatoon, or Hudson bay, because we have the choice of routes, right through to Prince Albert, through my country and through the Peace River country, that wonderful, beautiful country, and then on into the province of British Columbia to the sea.

Mr. A. L. SMITH (Calgary West): Mr. Speaker, I am anxious to say how much I appreciated the speech of the hon. member for Athabaska (Mr. Dechene). I was interested in his dealing with Peace, that wonderful river and that wonderful aim. But it seems that the word "Peace" is best described by Charlie McCarthy who four Sundays ago said that peace was now raging all over the world. I think that is the kind of peace we now have.