

*Transportation*

approximately 29 miles, and left there. It appears, from looking at the map that the railway was afraid to cross the provincial boundary. One cannot help but reach the conclusion that pressure was applied by an effective group of people in one of the cities to stop this line from being constructed. If one looks at the map closely one can see that not one railway line crosses that vast area North of the North Saskatchewan river. I hope that in the period of time when no rail line abandonments are to take place the railway companies concerned will take a close look at the situation. There will be no shortage of material available, as I said before.

In speaking about the St. Walburg line I should like to say a few words about the number of settlers who have become established in that area. Both Orders in Council to which I have referred have stated reasons for this settlement, namely, to improve the area and to develop the country. Nothing was done about this but I should like to mention some of the injustices that have taken place. In the dry 30's many people moved up from the south to what was called the Saskatoon settlement in the Loon Lake area and also the Moose Jaw settlement. Many people from other countries settled in this area and built up fine farms. If justice were done the railway lines would be completed for these people even at this late date.

• (5:50 p.m.)

I shall now refer to the three lines that are up for abandonment in the constituency of Meadow Lake. I should like to say something about the Heatherly subdivision line from North Battleford to Medstead. It would be very unjust to abandon the line in this area. The C.P.R. has applied for abandonment to a point near Leoville. It has been operating as far as Medstead and using running rights on the C.N.R. line. This provided a connection between North Battleford and Meadow Lake. Both these lines are up for abandonment.

Should not the Canadian National get this part of the C.P.R. line so it can run trains in to link up with the C.P.R. and by means of running rights go into the vast area of Meadow Lake? Certainly it would not hurt anybody if the two railways went into Meadow Lake. Approximately 100 miles to the south is the city of North Battleford. I do think these people should not be cut off completely from Meadow Lake so far as rail transportation is concerned. I think it would be only just if the C.N.R. were given running

rights from Medstead to join the C.P.R. line near Leoville and then go on into Meadow Lake. I believe one railway should also make an extension beyond Meadow Lake to the west and into the north country.

The resources are there. There are many people in the area hauling grain from west of Goodsoil clear to Meadow Lake. I do not think this is fair. The C.P.R. has had running rights all these years from Prince Albert to Debden, and I think the C.N.R. should be given running rights over the C.P.R. from Medstead to Meadow Lake; either that or the branch line of the C.P.R. from Leoville to Medstead should be turned over to the C.N.R. It is not just that a city the size of North Battleford should not have a railway link with Meadow Lake.

Before there is any talk of rail line abandonment these matters should be very seriously considered and the railway companies should be compelled to accept their responsibility in this regard. The situation that prevails at the moment is very unjust. I have referred to the order in council. The C.P.R. was given almost blanket permission to run wherever it wanted and build a line. This is how it got running rights from Prince Albert to Debden.

These are some of the big beefs of people in the constituency of Meadow Lake. I hope these complaints will be seriously considered and we will not have to wait another 40 years before something is done about them. There are many other problems in this area. We all have a beef about freight rates. I believe there is a lot of injustice in this field. I do not think the country is getting the service it should get. We cannot be getting the service we should when a constituent can write to me saying, "Mr. Cadieu: Is it impossible for me to buy a railway ticket to a city like North Battleford? The railway tells me that I cannot buy a ticket." This is a city of 25,000 or 30,000 people only 100 miles from Saskatoon, and there is no passenger service. I do not think there is any justice in that and the matter should be looked into.

We have a line to cities like Prince Albert and North Battleford, with no rail service whatsoever between them. In recent months I have received complaints from livestock buyers who say they cannot use the railroad line because the trains only leave at the end of the week, and they will not ship stock and let them lay over at the stockyards all week end. The railway could make money in moving these cattle but they have done themselves