

settlers, of whom there are now 40,000 or 50,000, are in that area to-day as a result of representations made to them by various governments, some being made by both governments of British Columbia, some by both governments of Alberta and some by both governments of the dominion. I believe to-day, when we are going to consider entering upon gigantic projects of public works in the near future, there is, regardless altogether, first, of partisan considerations and, second, of the various reports that have been made by railway engineers, an obligation of honour resting upon this chamber to carry out the promises that were made, as long ago, I believe, as 1924, ten years ago. If the government is to consider in the near future a system of public works, I would make this recommendation to the Minister of Railways (Mr. Manion), and I said this two years ago. I believe the line from Prince George to Finlay Forks could, according to the report of Major Crysedale, be constructed for \$6,000,000 and construction costs will be lighter to-day than they probably will be at any time in the future. I appreciate the fact that the wheat policy of Canada is being changed by the wheat agreement, and at the present moment I do not want to be critical of that agreement, for I quite realize the significance of the question asked by the hon. member for New Westminster (Mr. Reid), because in the old days those who believed in the Peace River development believed in it essentially on account of the wheat growing possibilities of that area, but I agree with the hon. member for Peace River that it has great potentialities in addition to wheat growing. Therefore I recommend to the government that they take into serious consideration the advisability of including in the public works project they are about to undertake, the construction of a Pacific coast outlet.

I do not see how members from eastern Canada can ask us from the west to support any scheme for the development of the St. Lawrence waterway when they refuse to lend their support to the building up of what, to my mind, is of far greater importance to the dominion and contains far greater possibilities for the enrichment of our Canadian nation. Therefore I trust that in the same constructive way as that in which I have endeavoured to support the resolution of my hon. friend, the Minister of Railways will join all parties in this chamber and the government will take steps as soon as possible to build the very much needed outlet from the Peace River country to the sea.

Mr. J. A. FRASER (Cariboo): Mr. Speaker, I should like to say a few words in support of the motion of the hon. member for Peace River (Mr. Kennedy). First, it is rather surprising to me, in looking over the records of last year, that after all the splendid arguments that have been brought to bear upon this question, not only by the hon. member for Peace River but by others, a similar resolution moved last year received the support of only thirty-nine members of the House of Commons. That being so, I think there must be something wrong or something lacking in the arguments that are being adduced in support of this resolution. I am wondering whether we are not looking at the question from too limited a viewpoint. The general support of the question has been from an agricultural viewpoint, or probably not so much that, but, to be more specific, from the point of view of raising wheat and other grains in that district. Probably too much stress has been laid upon that angle, and I propose to say a few words on some of the other potentialities of that important area.

In the first place, I am not surprised that under present conditions the government should find it hard to justify itself in providing probably \$20,000,000 or \$25,000,000 for the purpose of increasing the production of wheat in the Peace River area when they have already on their hands something like 140,000,000 or 150,000,000 bushels of wheat that they cannot dispose of. Such an attitude is not very strange and, as I say, I am not surprised that there should be a certain amount of hesitation and cogitation in regard to this project before they put more of this country's money into the construction of a Peace River railway. And that is not the whole trouble that this government may have in considering this question, because after all every member of this house knows, and nearly every person in the Dominion of Canada should know by this time, that the railway problem is the largest and most serious single problem facing the dominion, so I can readily understand that there should be a certain amount of hesitation. At the same time I admit that we are probably looking at this question from too limited a viewpoint. I want to assure the house in the first place that there are immense opportunities in the Peace River country for the development of the live stock industry. That is important for the dominion; it is particularly important as far as the province of British Columbia is concerned. Let me call the attention of the