

way service to those who have settled along the probable route, and complete the outlet as soon as it is financially possible and economically wise to do so, which I think will be in the not far distant future. I say that not a single statement, discouraging though many of them appeared at the time, that has been made against this development has been borne out by the facts in a reasonable way, and I submit that this construction is absolutely justified.

Hon. IAN MACKENZIE (Vancouver Centre): Mr. Speaker, I desire to occupy the attention of the house for only a few moments in order to lend my personal support to the resolution that has been moved, with commendable fairness, by the hon. member for Peace River (Mr. Kennedy).

On looking over the debates of former years I find that the situation in the Peace River territory was very carefully discussed in this house in May, 1932, when the hon. member for Peace River submitted a resolution very similar indeed to the one moved this afternoon. At that time the Minister of Railways (Mr. Manion) made what I thought was a very fair reply. Again last year I believe the hon. member for Peace River introduced another resolution in this house which went to a division and was lost by a considerable majority.

I must congratulate the hon. member for Peace River for being at least consistent on one point since he took his place in this house. I find, on looking up the records, in 1922 in the first place he brought this whole question to the attention of this chamber and as a result of his representations at that time I find that a sum of \$50,000 was voted for a reconnaissance survey of the Peace River area, this sum being increased to \$75,000 in 1923. I find also from the records that in 1924 a meeting was held in the office of the then Minister of Railways, the Right Hon. George P. Graham, at which meeting there were present to discuss this whole question of the Peace River development the late Sir Henry Thornton; Mr. E. W. Beatty, K.C., president of the Canadian Pacific Railway; the Hon. Mr. Greenfield, at that time Premier of Alberta; the late Hon. Verner Smith, at that time Minister of Railways of Alberta; the late Mr. W. F. Maclean, then one of the members for Toronto; the present member for Peace River (Mr. Kennedy) who has just sponsored the resolution, and the late Hon. John Oliver, then Premier of British Columbia. It was agreed at that time that certain surveys should be made and as a result of the agreement arrived at a report

[Mr. D. M. Kennedy.]

was made in 1925 which was, I believe, tabled in this chamber early in 1926. This report was signed by five engineers and, as the house is aware, it recommended the Obed route.

Very briefly I wish to reiterate what I said on this whole question in 1932, and that is that an obligation of honour rests upon all parties represented in this house in regard to the construction of an outlet from the Peace River area to the Pacific coast. I desire again to place upon Hansard the declarations made, first, by my own right hon. leader (Mr. Mackenzie King), second, by the then leader of the Conservative party, now leader of the Senate, and, third, by the present Prime Minister (Mr. Bennett) in his Winnipeg speech in 1930. Speaking in Edmonton in 1924 my leader said this:

I pledge myself that as soon as it is humanly possible the great Peace River country will be given that measure of railway relief that will bring to the pioneers of that country the outlet they have been so long denied, and will open up the country for prospective settlers.

I find that about the same time the Right Hon. Arthur Meighen speaking also in Edmonton, on October 1, 1924, made the following statement:

I have always urged that the north country should have railway relief. I cannot be accused of making futile promises, such as the Hon. Mackenzie King promised in the speech from the throne, at the opening of the last session of parliament, when he stated he was going to give railway relief to the north country, but nothing has been done.

Then the present Prime Minister, speaking in Winnipeg in 1930, used these words:

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.

Since that time, as the house is aware, comprehensive surveys have been made of the entire project, as a result of which there has been unfortunately a lack of unanimity among the engineers in regard to the best route to be followed; but I agree entirely with the representations made by the hon. member for Peace River, in the first place in regard to the great value and the richness of the soil of what is a veritable empire itself, in the second place in regard to the necessity of doing something constructive to assist the settlers who are in that territory. I think the minister will agree with me that those