

and if that gap on the west side of the Big Bend highway is finished we shall then have a passable trans-Canada highway from Vancouver to Fort William, I believe, but at any rate as far as Winnipeg. That point should not be overlooked. I think the Big Bend gap should be given first consideration.

There is also this fact. The hon. member for Kootenay East (Mr. Stevens) has said that there are thousands of California cars coming up to Vancouver in the summer. They come up the Pacific highway. A great many more American cars come that way than come up from the states of Idaho and Montana, and I suggest that the very best source from which to draw American tourists would be to have them come up the Pacific highway and then over our trans-Canada highway into Banff park. But that can be done only by completing this western gap of the Big Bend highway, and I suggest that it should be given the preference. I hope the minister will not lose confidence in the trans-Canada highway.

Mr. BROOKS: Do I understand, Mr. Chairman, that the item for the development of new parks in the maritime provinces stands? I know that the leader of the opposition asked that it stand.

Mr. CRERAR: I understand that my right hon. friend who leads the opposition raised the point that until the legislation creating these parks had been submitted to parliament it was inappropriate to discuss a vote to develop them. The item might stand if my right hon. friend wishes, and be discussed later.

Mr. BROOKS: I notice there is an item here of \$140,000 for the development of new parks in the maritime provinces, and in the press of the maritime provinces I have noticed that there is to be a park established in Nova Scotia. One article said that \$100,000 was to be expended for that purpose, and that a national park was also to be developed in Prince Edward Island. I should like to know if a national park is to be developed in New Brunswick.

Mr. CRERAR: There is no vote contemplated to go ahead with a park in New Brunswick this year. Some examination was made, I think in 1934 of possible sites in New Brunswick. There is some difference of opinion as to the best location for a park in that province. I would point out something that I think is obvious to everyone acquainted with the situation. A park located in Nova Scotia or in Prince Edward Island

is bound to be of some benefit to New Brunswick because of the fact that tourists could reach a park in Nova Scotia only by travelling through New Brunswick.

Mr. BENNETT: Oh, no, they come to Yarmouth in large numbers. There are ships specially adapted, running from New York to Yarmouth.

Mr. CRERAR: Then I am not correctly informed. Tourists from the New England states would come through New Brunswick and on into Nova Scotia. Some might ship their cars by ferry and avoid passing through the beautiful province of New Brunswick, but I think a large number would travel by road. In any case the question of a site in New Brunswick is yet to be determined, and in this connection further surveys will be made this summer.

I agree with one observation made by the hon. member for Kootenay East (Mr. Stevens). I think the tourist business is an industry and should be so considered. We have an investment of almost \$30,000,000 in our national parks scattered throughout the different provinces. Both the Canadian National and the Canadian Pacific have also spent large sums at Banff, Jasper, Lake Louise and other parks in providing hotel accommodation and general facilities for tourist traffic. The thing is to develop this traffic. If we could treble or quadruple the number of United States tourists coming to Canada within the next two or three years, the result would be a substantial contribution to general economic improvement.

This brings me to the question of roads. In the Glacier national park and in the Yellowstone national park the United States government has spent millions of dollars upon the construction of the best kind of hard surfaced roadways. Americans come up from the south to visit the Yellowstone park or the Glacier park. Having heard a lot about Banff, they make inquiries and find they can reach Banff in a day or a day and a half. They decide to come to Canada, but when they get on Canadian roads they find they are entirely different from those they have been travelling on in the United States. The result is that they get disgusted and discouraged and turn back, and we do not get their business.

Mr. BENNETT: That depends upon where they come in.

Mr. CRERAR: Yes, it depends upon where they come in. Where tourists come up through