

Trans-Canada Highway

of the tourist traffic. I believe that Nova Scotia, Prince Edward Island, and to some extent New Brunswick are the most neglected parts of Canada when it comes to the tourist trade. Those sections are blessed with hospitable people, the finest climate, beautiful scenery and warm sea water for bathing. The water in the Northumberland strait is the warmest and safest of any from New York to Newfoundland. This trans-Canada highway should be built with special regard for the needs of that neglected part of Canada in Nova Scotia, Prince Edward Island and New Brunswick, so that there would be quick and easy access not only for the people of the United States but for the many thousands of people in central Canada, many of whom today go to the state of Maine and to other places in the United States. They should have the best possible highway in order that they might have access to our great tourist resorts.

I believe the minister should give special consideration to the possibility and advisability of building a short route through the state of Maine. I say that it is a matter which is worthy of serious consideration. I am quite sure that our friends in the United States would lend their co-operation. It would save two or three hundred miles for those who would want to go from central Canada to the maritime provinces and take advantage of our tourist attractions.

I am not going to take up any more time, Mr. Speaker. As I have said, I am in general sympathy with the policy which has been proposed by the minister. There are many features to be worked out. I am confident that the province of Nova Scotia will cooperate with him. Coming as he does from the province of Nova Scotia, he has a special responsibility to see that full consideration is given to the claims of our part of Canada and to what we have done in previous years in developing the highways of Nova Scotia and helping, within our own resources, in relieving unemployment in the days of depression.

In this connection I might point out that today there is, in Nova Scotia, New Brunswick and I presume to some extent at least in Prince Edward Island, a demand for employment which is far greater than this government appears to realize. There is unemployment and distress in parts of the maritime provinces today. It is urgently necessary that work be undertaken on this trans-Canada highway project and on other government projects in order to relieve the distress that is becoming greater all the time in that part of Canada.

Mr. J. H. Blackmore (Lethbridge): Somehow or other, Mr. Speaker, whenever I hear a member from the maritime provinces speak, and I reflect on what has happened to those three noble provinces since they entered confederation, I find myself deeply moved. That is so tonight, as a result of listening to the hon. member who has just taken his seat.

I have long favoured the principle of a trans-Canada highway. Even before I entered parliament I wondered how it was that this matter had been neglected by successive Canadian administrations. I still favour a trans-Canada highway system.

I may say that on July 11, 1947, as recorded at page 5460 of *Hansard*, I raised the question of a trans-Canada highway. I was joined by a number of members, including the then members for Qu'Appelle, Fraser Valley, Weyburn, Swift Current, Macleod, Kootenay West, Kootenay East and Regina City, all supporting the southernmost route of the trans-Canada highway.

As has been mentioned by hon. members who have preceded me, there are three possible routes in western Canada. One of those goes from Brandon to Saskatoon to Edmonton through the Yellowhead pass to Vancouver. Another one goes from Brandon to Medicine Hat, and from Medicine Hat to Calgary through the Kicking Horse pass to Hope to Vancouver.

Mr. Johnston: That is something.

Mr. Blackmore: The other one goes from Brandon to Medicine Hat to Lethbridge through the Crownsnest pass to Hope to Vancouver. This third one is the southernmost route. As I said, the members whose constituencies I mentioned favoured the southernmost route.

I have no desire whatever, Mr. Speaker, to precipitate any unhappiness or discord in the house by advocating any one of these routes. That is not my purpose in rising tonight. Therefore the members who want to start shooting might just hold their fire until they find out whether or not they have something to shoot at.

On April 28, 1949, I rose in the house, as reported at page 2693 of *Hansard*, and delivered a speech in which I advocated that the federal government adopt a policy under which they would provide for the expenditure of one billion dollars in five yearly instalments for the assistance of the provinces in building and maintaining a system of trans-Canada highways. At that time I also advocated the completion of the southernmost route first, and gave the reasons why I believed that should be done.