

Trans-Canada Highway Act

in connection with building the trans-Canada highway under the present agreement. We have a considerable discrepancy in the number of miles to be built by the various provinces. For example, the population of Newfoundland is 32 per cent of the population of the other three Atlantic provinces but Newfoundland is obliged to build 72 per cent of the total mileage in the other three provinces. If we consider the four Atlantic provinces combined, Newfoundland has 24 per cent of the total population of the Atlantic provinces but is obliged to build 42 per cent of the total mileage. We might also compare the number of miles per 10,000 of population. Last year when this act was amended I put on *Hansard* a table showing the number of miles per 10,000 of population in each of the provinces. I have now revised this table and I am going to read it rather than to have it put on *Hansard* as it is. I have taken my population figures from the dominion bureau of statistics figures of February 10, 1960 and the mileages from table 1 of the trans-Canada report for the year ended March 31, 1959. It shows that in the province of Alberta the number of miles per 10,000 of population is 2.2—maybe I should point out first that the national average is 2.9 per 10,000 population—Ontario, 2.4. It will be noted that both these provinces are below the national average. The number of miles per 10,000 of population are as follows:

Trans-Canada highway	
Province	No. of miles per 10,000 of population
Alberta	2.2
Ontario	2.4
Manitoba	3.5
British Columbia	3.6
Nova Scotia	4.3
Saskatchewan	4.5
New Brunswick	6.5
Prince Edward Island	6.9
Newfoundland	12.2

Newfoundland has 12.2 miles per 10,000 of population, a figure which is not quite but almost twice as great as that of any of the other nine provinces of Canada.

It is also interesting to compare the percentage of miles in a province with the total mileage, and the percentage of the population of a province with the total population. For example, British Columbia has approximately 13 per cent of the total population of the nine provinces included in this agreement and has roughly 13 per cent of the mileage to construct; Alberta has about 10 per cent of the total population and only 6 per cent of the mileage; Saskatchewan has 7 per cent of the population and 9 per cent of the mileage; Manitoba has 7 per cent of the population and 7 per cent of the mileage; Ontario,

a province which is probably able to pay better than any other province in Canada has 48 per cent of the population but builds only 33 per cent of the mileage of the trans-Canada highway; New Brunswick with less than 5 per cent of the total population builds 9 per cent of the highway; Nova Scotia has 6 per cent of the population and builds 7 per cent of the mileage; Prince Edward Island has 0.82 per cent of the total population and builds 1.64 per cent of the mileage; Newfoundland has 3.6 per cent of total population but must build 12.8 per cent of the mileage. These figures show—

Mr. Pickersgill: Would the hon. member mind repeating the comparison between Newfoundland and British Columbia?

Mr. Batten: British Columbia has about 13 per cent of the population and about 13 per cent of the mileage—the actual figures are 12.72 per cent and 13.13 per cent—Newfoundland has 3.6 per cent of the population and 12.8 per cent of the mileage. It is interesting to note that the percentage of the mileage in Newfoundland is almost equal to that of British Columbia, yet the population of Newfoundland is a little more than a third of the population of British Columbia.

Mr. Walker: Have the percentages changed much since the Liberals passed the bill in its present form?

Mr. Batten: Of course not. The hon. gentleman knows very well that these percentages are arrived at on the basis of the population and mileage in each province. There has been a slight change in the population over the last few years—it has increased in most provinces—but the mileage has remained fairly constant. The only change would be a slight reduction in the number of miles per ten thousand of the population, but no significant change.

Various schemes have, of course, been discussed with the object of providing a better deal for some of the provinces. One suggestion which has been made is that the federal government should have built and maintained the whole of the highway. Another suggestion, made by my own leader, is that in the maritimes the federal government should pay 90 per cent of the cost. A further suggestion from another hon. member of this house is that the federal government should pay 75 per cent of the cost.

Of the various schemes which might be put forward, one, for example, could be based on mileage per ten thousand of the population. The average mileage per ten thousand of the population in Canada is 2.9, and it might be possible to base an agreement on this figure. Fifty per cent of the