

Mr. GIBSON: That is a rather complicated question. The people who reside in the national parks as well as a great many of the people who go there, do not favour the establishment of any air strips in the parks for the purpose of the sightseeing tours over the parks because they claim that it makes too much noise and creates a certain amount of hazard.

Hon. Mr. McDONALD (*Kings*): I was thinking more particularly of the people who would like to come to the parks but cannot take the time to do so by automobile or train and who could fly in in many cases with their own private planes. I think that the desire to travel in that way will increase as time goes on.

Mr. GIBSON: Yes senator, I was going on to say that as far as private access to the park by airplane is concerned we are in touch with the Department of Transport. Their officers make the investigations then the Air Transport Board awards a concession—they call it a charter—for a certain man to operate between some point outside and some point inside the park. In some instances we have sufficient safe landing places in the parks and in other places we will have to establish them. As far as the availability of funds is concerned, it is pretty much in the same category as the improvement of the park roads. We have made our suggestions to the Department of Reconstruction and Supply and they are on what they call the “shelf of projects” and will be brought down as conditions permit the carrying out of the enterprise. It all depends a great deal on employment in the area and the availability of equipment.

Hon. Mr. McDONALD (*Kings*): Will you excuse me for asking one more question, please? Has any progress been made in establishing a park in Blomidon in the Evangeline land of Nova Scotia?

Mr. GIBSON: We have not made any progress in that but it has been noted as a project to be considered.

Hon. Mr. DAVIES: Is it not just a C.P.R. project that is there now?

Mr. GIBSON: Yes, it is a C.P.R. project that is in the land of the Evangeline now.

The CHAIRMAN: Is the Dominion government contributing anything towards the building of permanent highways to the parks? For instance, do they make any contribution in the road from Calgary to Banff?

Mr. GIBSON: The question as to whether or not the Dominion should assist the provinces in providing access to national parks is one of those big problems involving Dominion-provincial financial relationship. I do not know what view will ultimately be taken, but the need for the improvement is obvious. I might say that a number of the provinces are doing considerable work, but whether they will get aid from the Dominion to further improve these roads, in view of the improved financial consideration which they are receiving from the Dominion, is something which I would not be prepared to pass judgment upon.

Hon. Mr. GERSHAW: Will the project at Gleichen, Alberta, with regard to the erection of a stone monument be gone ahead with?

Mr. GIBSON: Yes sir, this year.

Hon. Mr. CRERAR: With respect to the matter of roads we did have arrangements with the provinces starting in 1936, which arrangements lasted up until the outbreak of war. As I recall it the federal government appropriated a couple of million dollars each year. That money was spent with the provinces who contributed a like amount and was spent on roads that both governments agreed to. As a result of that there was a substantial amount of hard-surfacing done to the roads. In other instances a great deal of work was done to roads leading up to the parks such as the road leading to the Cape Breton Highlands Park. I hope that sometime in the near future that some similar scheme might be worked out again.