

Supply—Interior—Parks

ities, and general attractiveness is, I think, unequalled anywhere in the whole mountain area of British Columbia. It is a marvellous country, and it will be a most attractive route for tourists, in addition to the attractions of the parks.

Last year when I heard that the provincial government and the dominion government had come to an understanding about the west leg of that highway I was naturally pleased because it is highly desirable to complete that highway. Unfortunately the work which has been done by the provincial public works department in the years that have passed has not been of the standard set by the dominion government on the east leg; there is no question of that, and it will undoubtedly cost quite a considerable amount of money to put that stretch of roadway into good shape. But here again I emphasize this point. This is not money thrown away. It is a real investment. We who live in British Columbia know the number of tourists who come up in the summer to our province from the states along the Pacific coast, from the great state of California, in particular, and the states of Oregon and Washington, also Idaho, but I mention California particularly, because the Californians love to go north to British Columbia in the summer, and if you were in British Columbia in the summer you would observe on the roads throughout the province and on the streets of Vancouver probably three California cars, I think I am safe in saying, to every one of all the other states put together. I have no accurate figures but that is my impression, and I have observed carefully. We get a large number of Californians. They are attracted by the mountain scenery and the cool, green verdure of our parks and province, which furnishes such a contrast to the heat and glare of a California summer. Our people go south in the winter. There is thus an interchange of traffic. I want to make this point very clear to the minister, that when he is building or making dustproof—and that is the main thing—the roads from Kootenay park and Banff park, east and west to the boundary, or completing the Big Bend highway, the work must be considered as a form of national investment, which I believe will bring to the country excellent dividends commensurate with the effort made. I repeat what I said a moment ago, that I would not be deterred by the fear of demands from elsewhere because I believe that we should adopt it as a national policy to open up access to our great parks to American tourists from the south. It should

[Mr. Stevens.]

be a part of our general national policy. The item as it appears in the estimates naturally, therefore, gave me a great deal of satisfaction and pleasure, but I also think it is sound business to carry on this work.

Mr. McDONALD (Souris): I would like to suggest to the Minister of the Interior that under this vote of \$25,000 for miscellaneous, a few thousand dollars be included for the peace garden, situated on the boundary between North Dakota and Manitoba immediately south of the town of Boissevain. Mr. E. F. Willis, member for Souris in the previous parliament, put on Hansard a very fine description of the beauties and value of the peace garden, which will be found at page 2340 of Hansard of 1933. For the information of the committee I might say that our American friends have so far spent about \$100,000 on that garden, but we as a government have spent nothing yet.

I listened to the right hon. leader of the opposition (Mr. Bennett) and the hon. member for Kootenay East (Mr. Stevens) speaking of the value of the tourist trade, and again for the information of the committee I would like to say that the town of Killarney in the constituency I represent has the second largest number of entries for tourists who came through the port of entry south of that town. Many of these tourists no doubt were on their way to the Riding Mountain national park. It was proposed to spend \$1,000,000 on this peace garden in Turtle mountains to perpetuate the peace that has existed between Canada and the United States for one hundred years. If that amount were spent, or if the sum of \$5,000,000 which was first contemplated for building and endowing the garden were spent, it would draw tourists from hundreds and hundreds of miles. I would suggest to the Minister of the Interior that he include at least a few thousand dollars to get this thing started.

I am hopeful, and I believe I have good reason to hope, that the government is going to complete the road leading to the garden. There is a fair road there now, but I understand the government intends to complete it. When it is completed, and if the garden is built, it will be a wonderful attraction for tourists.

Mr. GREEN: I would like to make one or two suggestions to the minister in connection with the Big Bend highway. I think he would be making a big mistake if he placed more importance on feeder roads to the boundary than on the completion of the trans-Canada highway. After all, I think Canadians should come first, and Canadian tourists too,