

*Trans-Canada Highway Act*

an estimated \$500 million, \$134 million of which represented the sales and excise taxes. The provinces collected more than \$500 million in licence fees and gasoline tax.

I realize also, of course, that the construction of highways is costly, but I venture to say that it does not come anywhere near the amount of revenue received by the federal and provincial governments from various sources directly connected with the automobile industry which provides the source for the tourist dollar. It is a generally accepted fact that the tourist business is the third largest industry in Canada today. It is, therefore, an important factor in the national prosperity as well as the welfare of the community. Someone has said that the tourist trade is Canada's greatest invisible export.

Only wheat and newsprint bring in more money from outside Canada than visitors do. Only newsprint brings in more money from the United States than visitors do. We must give constant consideration to the need for providing good and safe highways in which our trans-Canada highway plays a major role. What needs to be done is to make the trans-Canada highway safer for motor travelling in order to attract United States tourists, such as levelling off the hilly portion of a road where the summit is approached from both sides, straightening dangerous curves and the laying of a good pavement.

It is expected that by next October the new highway around lake Superior will be completed. Nothing would please the people of northwestern Ontario more than to have the Minister of Public Works officiate at the official opening upon the completion of this important link of the trans-Canada highway along the shore of lake Superior from the lakehead to the Soo. This road, which is part of the trans-Canada highway, would open 450 miles of scenic splendour, the unsurpassed beauty of which will defy description unless one is possessed with the endowment of a Dickens or a Longfellow. Unfortunately the road will not be up to standard but it is to be hoped that it will not be as long before it is paved as those other sections of the trans-Canada highway which, though open for several years, are still in very poor condition.

This lakeshore drive is expected to bring in an additional three million tourists annually to northwestern Ontario. This trend was started two years ago by the opening of the Mackinac bridge, the largest suspension bridge in the world. The building of the lake Superior highway, which is designated as part of the trans-Canada highway, has added an attraction to millions of tourists

living in the central and west central sections of the United States. This would also place the cities of Fort William and Port Arthur at the head of a transportation system which stretches from Mexico along the Mississippi waterway, into Ontario, the lakehead and Kenora. It opens up countless lakes and rivers for the sportsman who likes to fish pickerel, northern pike and speckled trout, to say nothing of good moose hunting.

A vacation paradise awaits the action of this government and co-operation with the government of the province of Ontario would make it a reality.

**Mr. McCleave:** Mr. Chairman, I have listened with a great deal of interest to the special pleas put forth on behalf of the Atlantic region, first by the Leader of the Opposition and then by the hon. member for Grand Falls-White Bay-Labrador. While they did present what to my mind are very telling factors in arguing the case of the Atlantic region, I think they also showed themselves to be cursed with remarkably short memories.

What are the sound arguments they did advance before I turn to their short memories? First, the sparse population compared with areas elsewhere, which is particularly true of the province of Newfoundland and Labrador. Second, the lack of tax raising resources in these provinces, which is a fact that has haunted us before and since confederation. But their memories have proved to be remarkably short on the problem of the trans-Canada highway, for I suggest that since the government changed in 1957 we have gone a long way toward meeting the objections that our predecessors raised when the Conservative party was in opposition.

There are two very important measures which have been adopted which go toward meeting these reasonable objections of the hon. members of the opposition. For one thing the Conservative government has taken account of the problems of the Atlantic area in raising taxes for highway building and other public services. I refer to the special grants to the Atlantic provinces of \$7.5 million to the three largest provinces and \$2.5 million to the province of Prince Edward Island.

Some of this money has undoubtedly been spent on roads, and that fact alone would overcome some of the objections and arguments raised by the Leader of the Opposition and the hon. member from northern Newfoundland. In fact, in the province of Nova Scotia, my own province, we have had the most active road building in history since