

Supply—Resources and Development

in northern Cape Breton. Has any contract been let? How many tenders were received? Who was the successful tenderer?

Mr. Winters: The amount earmarked for Cape Breton Highlands national park is \$1,338,478. It is for the construction of the Cabot trail from Ingonish to South Mountain including bridges, and the reconstruction of the Cabot trail from South Mountain to Cabot bay, including bridges and culverts, also the construction of low-rental tourist accommodation. The contract for the road work has been let. As I recall, there were three tenders, the successful tenderer being the Fundy Construction Company.

Mr. Black (Cumberland): What mileage is covered by the tender, and how many miles of the Cabot trail have been constructed? I think the original mileage was 186 with the trail starting at Baddeck and returning to the same point. I understand it has since been shortened a few miles by eliminating curves and bends.

Mr. Winters: In 1948-49, 6.2 miles were completed; in 1949-50, 8.2 miles were completed and in 1950-51 a proposed mileage of 15.5 will be completed.

Mr. Black (Cumberland): Has that mileage been graded and hard-surfaced?

Mr. Winters: It is not hard-surfaced yet.

Mr. Black (Cumberland): That mileage is still to be hard-surfaced?

Mr. Winters: That is correct.

Mr. Fulton: If anyone looks at the breakdown on page 250 he will see that four persons have been added to the branch under the category of permanent and temporary assistance. Then there is a large item for casuals and others, although the number to be employed is not given. With an increase of only four in the number of personnel the total amount for salaries and wages has gone up \$119,000 over last year. It seems that there is a large increase not altogether accounted for unless it be by casuals and others. If it be by casuals and others it would seem that the department must be intending to undertake a good deal of extra work this year over what was done last year. Can the minister explain the reason for the increase and say whether I am right in that assumption?

Mr. Winters: The increase to which my hon. friend refers is something of the order of 10 per cent which is taken up by increases and adjustments of salaries.

Mr. Fulton: Does that apply to casuals and others, the item for whom has gone up \$42,000?

[Mr. Black (Cumberland).]

Mr. Winters: There have been increases in wages for casuals, and in many instances they will be employed for a longer period this year.

Item agreed to.

367. Trans-Canada highway—surveys of route in Banff and Yoho national parks, \$25,000.

Mr. Johnston: First of all I should like to congratulate the minister on taking immediate steps to have the trans-Canada highway surveyed through the national parks. It would indeed be a shame if the rest of the highway were completed and the section within the national parks were not. I think the minister deserves credit for getting this part of the work done. Under the survey which is going to be conducted in the national parks is provision being made at this time for a four-lane highway, and is the national highway to be of sufficiently sound construction to carry freight hauled by motor transport? As the minister knows, it has been the policy of the present government to prohibit the passage of motor transports carrying freight through national parks. This affects us particularly in western Canada because it absolutely prohibits the transfer of freight by motor transport from the prairie provinces to the province of British Columbia. The federal government has put an embargo on the transportation of freight through the national parks. To my mind it is not good enough merely to have a highway so that people in motorcars may enjoy the scenery and prohibit the transportation of freight. I do not think that is the intention of the minister. In fact I am quite sure it is not, but inasmuch as it is the policy of the government I should like to know what provision is being made to have the road surveyed in such a way that it will be wide enough, and to provide for sufficiently sound construction to permit the transportation of freight and tourist traffic through the parks.

Mr. Winters: The trans-Canada highway through national parks will be of the same standard as the trans-Canada highway elsewhere in Canada.

Mr. Johnston: Is that a four-lane highway?

Mr. Winters: It is a two-lane highway. The basic specification calls for a hard-surfaced road 24 feet wide with 10-foot shoulders on each side, where obtainable. The loading permitted on the highway will be in conformity with that permitted on the highway elsewhere in Canada, and in conformity with the regulations of the province through which that part of the highway goes.