

*Trans-Canada Highway Act*

trans-Canada highway is practically completed in Manitoba and is already completed in Saskatchewan, I would suggest it is time we started on a second trans-Canada highway.

I would further suggest that this highway could well start north of Brandon, follow No. 10 highway through the Riding Mountain national park to a point possibly at Mafeking, or on to Flin Flon, and then extend west into Saskatchewan and lead into Alberta. I understand my colleagues from the western provinces are also interested in this second trans-Canada highway, therefore there is no need for me to say anything about the potentialities of this proposed route except those involving Manitoba itself.

The potentials along the northern route are particularly significant in the light of the future development of our natural resources. In Manitoba it will provide ready access to the extensive mineral development of the Flin Flon area as well as the Thompson-Moak lake developments. In both Manitoba and Saskatchewan it touches extensive forest areas waiting for better transportation to speed the establishment of pulp mills and other forest product industries.

I would like to point out that this route has a far better potential for forest based industries as well as a highway to attract tourists than the southern trans-Canada route. The route would pass through our Riding Mountain national park, and the entire route is in either park land or forest land with numerous lakes and ever-changing scenery of rich agricultural or tree areas.

I contend that the construction of a second trans-Canada highway across the northern areas would be the biggest contribution that could be made under a joint federal-provincial program to the tourist industry in western Canada. At the present time we are nearing the stage where we will have one paved highway across the western provinces. It is a well-known fact that tourists prefer to travel a different route on the return home than on the way out; in other words, a round trip is more interesting than covering the same ground. Not only does this enable the tourist to see more of the country but it also eliminates the tendency, engendered by travelling over the same route, to make the return trip in a minimum of time rather than taking it in a more leisurely fashion, thus spending additional days in the country.

With tourist trade ranking third in terms of foreign exchange, after only pulp and paper and wheat, a second trans-Canada highway should be built with the idea in mind of attracting more tourists to western Canada and encouraging Canadians to see as much of their country as possible.

In conclusion, may I say I hope the minister will give consideration to commencing the construction of this second trans-Canada highway this year. I agree with the hon. member for Kootenay West that the construction of a second trans-Canada highway would add greatly to the employment of men at that time of the year when there is not too much work available, in surveying, brushing and so forth. I hope the minister will give his early consideration to the commencement of this second trans-Canada route.

**Mr. Granger:** Mr. Chairman, the measure which is to be introduced to amend the Trans-Canada Highway Act so that the period of construction may be extended is of particular interest to me and to all of us from Newfoundland, for a large section of the trans-Canada highway goes through my riding. The trans-island road enters my riding just east of Gander and traverses the whole width of it. Only a small part of it is paved and only a part of it has been brought up to trans-Canada highway standards. Part of it is a long difficult stretch known as Halls Bay line, which is far from trans-Canada highway specifications.

The proposed amendment to the Trans-Canada Highway Act is sound as far as it goes but in my opinion it does not go far enough. It should be further amended so that the cost of building the trans-Canada highway would be less burdensome on the tenth province. The number of miles compared with the population and the ability to pay should be taken into account. In order to finish the job I support the suggestion of the Leader of the Opposition that the federal government pay 90 per cent of the cost of building the trans-Canada highway in Newfoundland and in the other Atlantic provinces.

I am glad that the Newfoundland situation is known to the Minister of Public Works. Last fall he visited St. John's, Newfoundland, and the press reports indicated that he was very sympathetic. Perhaps I may be forgiven if I may refer to some of the reports of that time. I read from the *Montreal Gazette* of October 21, 1959:

St. John's, October 19—Within the powers and capacities of Ottawa, Newfoundland will be given what it has long since deserved, federal works minister Walker said today. He made the statement as he opened a \$4,500,000 federal building to house nine government agencies in the Newfoundland capital. Mr. Walker said he is taking back to Ottawa impressions of the island's problems and needs which he will place before the cabinet.

And further:

This province is entitled to a great deal, he told a conference with Newfoundland journalists yesterday, proceeding to explain that Newfoundland had