

Trans-Canada Highway Act

things as free pick-up and delivery service of express and l.c.l. freight, and this all ties in with our railway problems. Although the authorities who have charge of these affairs will not admit it, it is quite evident that once there is this competition from trucking these services are provided, and, as I said before, the freight rates come down.

Mr. Chairman, I would like to suggest briefly to the Minister of Public Works that, despite the fact that there are going to be many briefs presented with regard to just where this second trans-Canada highway should be routed, in Manitoba the route which seems the most feasible is one going northward on No. 10 highway up through the Dauphin area as far north as Flin Flon. I know there are many chambers of commerce, boards of trade and communities in general who are interested in suggesting that consideration should be given to taking a cut-off from No. 10 highway at or near Mafeking, probably going west through the towns of Westgate, Baden, Powell and through to Hudson bay, and then west from there to the Saskatchewan road link.

However, I would like to get back to this previous suggestion that a very good look be taken with regard to the possibility of continuing on No. 10 highway directly to Flin Flon, and then going southwest from there and linking up with the Saskatchewan road system. At the present time the Saskatchewan government are constructing a road going southwest out of Flin Flon under another roads to resources program from Creighton, Saskatchewan, which is adjacent to Flin Flon, going southwest and linking up with the Saskatchewan road system at a point near Smeaton, very close to the city of Prince Albert. I realize there will be many such routes suggested, but I would like to go on record at this time as heartily supporting the proposal that full consideration should be given to a route going north on No. 10 highway directly to Flin Flon, and then using the route which we hope will soon be available going southwest from Flin Flon into Saskatchewan.

I have very few further remarks to make on this resolution. However I would like to say, as has been said before, that we in northern Manitoba have found in talking to tourists that at the present time, with only one road going north, tourists stay for just a week or two and then have to return home along the same route over which they entered the country. I think it would be of tremendous help to them and certainly more attractive if they had the opportunity of coming in along one route and returning home along one or two alternative routes.

Favourable consideration to putting through the second trans-Canada highway as I have suggested would aid considerably in those problems before us. The tourist trade is one of our greatest revenues and we should do all we can to encourage it to the fullest extent.

Mr. Walker: Mr. Chairman, may I intervene not to speak in the debate but to move an amendment? I notice that as this item No. 16 appears on page 10 of today's order paper, the word "March" is inserted instead of "May". It is just a printing error, but so that the resolution be correct, it should read "May 31, 1964" instead of "March 31, 1964".

Therefore it would read:

Resolved, that it is expedient to introduce a measure to amend the Trans-Canada Highway Act to extend until May 31, 1964, the period during which contributions or payments may be made to the provinces under the act—

And so on. Accordingly I move that the resolution be amended by deleting the word "March" in the second line thereof and by substituting therefor the word "May".

The Deputy Chairman: Is the committee agreeable to this change?

Mr. Pickersgill: Could I ask the minister if that is the way it was in the message from the crown?

Mr. Walker: I have not seen the message from the crown, but it has always been, as I understand it, an extension of three years to the day in each instance, and it was that way in the old bill.

Amendment agreed to.

(Translation):

Mr. Bourget: Mr. Chairman, this resolution would extend until December 31, 1963, the period in respect to which construction costs may be incurred under the Trans-Canada Highway Act and would increase to a maximum of \$400 million the aggregate of all expenditures under the act.

I do not propose to speak at length on the resolution this afternoon, since I already had occasion to do so last year, when a similar resolution was considered. Besides, on second reading of the bill, we shall have a chance of asking questions about this highway and I hope the Minister of Public Works (Mr. Walker) will not consider them out of order.

However, I want to take this opportunity to tell the minister that, once more, like many others, I was unpleasantly surprised to find that the members of this government had forgotten the promises they made when they