

tremendous number of roads if the government is not to incur the resentment of others who are not thus served. That has been a real difficulty. I agree that if we are going to have people come to the country, we must do something to eliminate the dust.

Mr. STEVENS: I am tremendously interested in this matter, because two of these parks are really in the constituency of Kootenay East, and Banff park adjoins. The three parks are close together and closely connected. Access from the American border to the Kootenay park, through Radium, gives access to all three parks. On the other hand there is the desire of tourists to return by some route other than the one by which they entered. There is no question that if they were given access to these three mountain parks they would visit them in large numbers. After all, Banff park, the oldest and most highly developed, together with Yoho and Kootenay parks, form the major portion and basis of our great parks system. Access could be given to these parks through Alberta, around by Calgary to Banff, and then through Kootenay park and the Radium area south to Kingsgate. I quite agree that a considerable distance is involved, and that it opens up the question of connecting other national parks with the international boundary. My own opinion is that we ought to adopt as a national policy the principle of giving access to our national parks to the great population south of the boundary line. Because, now that the motor car is used to such a large extent in tourist traffic, it is not sound business to provide inadequate facilities for automobile tourists. There was a time when the Canadian Pacific Railway gave virtually every access to Banff park, but that day has long since passed. To-day we have a great tourist traffic in which the automobile is the means of transportation.

Here is something which is being overlooked: every motor car which enters the park gates pays the sum of \$2. When motoring around these roads I have had the opportunity of talking to scores of tourists, and, while I shall not use strong language, I shall be content with saying that they damn Canadian roads and declare they will never come back. There is no doubt that tourists go back to the United States and tell their friends not to come to Canada because our roads are bad. This is a real danger. I have motored many times along the road running south of Calgary, and also on other roads in that locality. Particularly in British Columbia in many places the roads run along the sides of the mountains, and the dust is so thick that motoring is dangerous; on occasions one can-

not see for some time after he has met another motor car. One overtakes a car almost at the risk of his life, because in doing so he must pass through a cloud of dust.

I suggest that the minister be not deterred by the fact that there may be claims for roads to other parks, because I believe we should adopt this road building as a progressive national policy.

Mr MACKENZIE (Vancouver): One in every province.

Mr. STEVENS: We could make it one in every province, and I would extend it until we had roads efficiently and effectively connected with international boundaries. After all, the tourist trade is a real industry, and is not as unimportant as we used to think it was in years gone by.

People particularly from the congested areas in Ontario and Quebec go in large numbers to the United States. They travel for the pleasure of motoring, and carry with them a certain amount of wealth that is left in that territory. Our hope is that we may draw from the great republic to the south of us, and thereby bring to Canada a substantial amount of wealth. Under present circumstances we cannot do it. From my intimate knowledge of the situation I am positive that we could not only double but quadruple—and possibly more than that—the traffic into our national parks. I believe the increase would be shown immediately after people in the United States learned that our roads were improved. Large expenditures would be necessary, but the number of cars that would come to Canada and the direct cash revenue to the parks that would result would in substantial measure meet the interest charges on the investment.

In securing access to Kootenay, Banff and Yoho parks on the west side, tourists must pass through the Columbia valley, a farming district almost as isolated as the Peace River country, and possibly one of the most isolated farming sections in Canada. In the summer months the tourist traffic forms a good market for local produce such as milk, butter and eggs. Increased tourist traffic would be a godsend to the farmers in the valley. I would urge the minister to give earnest consideration to this point.

With reference to the Big Bend highway, may I say that the dominion government staff or authorities have done a wonderful job on the east leg of the highway. I have been over it several times; I have watched with keen interest the progress made, and I want to repeat that they have done an excellent job. They have opened up a country that for beauty of scenery, hunting and sporting facil-