

be raised. I assure the minister that he will find it being raised every day of the year. Once you help province number one in the construction of highways, province number two must have help for the same purpose. It is a matter of policy and this commission cannot help that.

The government of British Columbia declined to undertake to put these roads, to which reference has been made by the hon. member for East Kootenay (Mr. Stevens), into a state whereby the dust would be eliminated and they would be traversable by tourists. With the demands that were being made for assistance for the construction of roads in other provinces, including the western provinces, all that we could say to the government of British Columbia was that we would be prepared to advance money as a loan to enable this to be done, but we would not undertake responsibility for payment because of the difficulties with other provinces asserting claims of equal strength and, as they contended, of equal merit.

So far as the road between Banff and Jasper is concerned, it serves two purposes. It enables those who come in to make a triangular trip by going north from Banff to Jasper, then east to Edmonton and south from Edmonton, leaving the country by another route. Or they can enter by way of Edmonton, go west and then south through this new property to Banff park, and then south and west, travelling over an almost completed highway, or, if they so desire, south in another way. They can also go south through Macleod and Fernie. I believe that the road owing to its scenic beauty and the height of land through which it passes—it is very high and beautiful—would attract a larger number of people to both parks than any other single undertaking that could be completed. I remember that when the question of taking the Jasper road down to Kamloops in order to provide another outlet was being considered, there were those in the Edmonton district who thought it was undesirable to make a connection from Banff to Jasper. They thought it would be to their detriment, but in view of what they heard later as to the triangular route providing additional traffic I think they changed their minds. They realized that it would be of tremendous value from a scenic standpoint. I doubt whether there is another piece of work that would give greater returns. If tourists go out by way of Banff they can go west into the Yoho valley. If they go north from Banff to Jasper, they then can spend some time in Jasper, proceed east to Edmonton and go through a scenic part

of the cultivated and uncultivated areas of that provinces.

Mr. TURGEON: I had not intended to take up the time of the committee, but the words just uttered by the leader of the opposition (Mr. Bennett) and the hon. member for Kootenay East (Mr. Stevens) in connection with the construction of highways in and out of certain park lands in western Canada force me to say just a word or two about northern British Columbia and the necessity for highways in and out of that part of the country. I have a further word to say as to what the expenditure of money in the districts I have in mind will mean to the development of Canada as a whole. I heard what the leader of the opposition said with reference to the expenditure of moneys in one province when conditions make it impossible to expend a similar amount in every other province. Not only is this country crying for tourists; it must have tourists. This country is also crying for the development of its latent mineral resources. While I have every sympathy with those who want to build highways to our park lands, not only for the development of the parks themselves but for the attraction of tourists, I want to point out that there are certain parts of British Columbia in which large sums of money have not been expended upon the creation and maintenance of parks, and in which are located thousands and thousands of settlers who have no highways in and out of the communities in which they live to and from their markets.

There is in northern British Columbia contiguous to the great Peace River district possibly the greatest undeveloped mineral zone in all Canada. In the Peace River district there is the greatest tourist attraction in all Canada. For thirty years the dominion government, not the provincial government, has been sending literature descriptive of the virtues of the Peace River country to every part of the American continent and across the Atlantic to Great Britain and certain parts of continental Europe. Ever since 1895 those settlers who have listened to the inducements held out by the federal government and settled in that country have over and over again taken at international exhibitions first prizes for different kinds of grains and vegetables. The Peace River country is the greatest tourist attraction that Canada has, and a highway traversing the distance between, say, Prince George or Vanderhoof and the Peace River country itself will open up one of the greatest mineral developments that Canada will see in the next ten years, a development that will bring untold millions of dollars of new money into the