

*Trans-Canada Highway Act*

system of highways. The Canadian Automobile Association suggests in their brief that the assistance for access roads which this government implemented last year is a good move but is only a partial answer to the problem.

I should like now to quote what the Canadian tax foundation has to say on its study of taxes and traffic, and which is very pertinent to the subject under discussion:

Undoubtedly highways have some "national" implications in Canada, just as they have provincial and municipal implications, and these are probably broader than the federal government has been willing to recognize in the past. The Trans-Canada Highway Act and some of the earlier legislation has been in the right direction and more of this type of program should be planned for the future. The "national" implications of highways in Canada are far more intangible than in most other countries—particularly in the United States—and the danger is that they will be valued too low rather than the reverse. We will not truly be a national community until it is possible for the masses of our citizens who own cars to travel the country from coast to coast in comfort and safety during at least the milder times of the year.

Just where the line falls between national effort that will achieve this end and federal assistance to the provinces and municipalities in meeting their normal responsibilities for highways, roads and streets cannot be said categorically, but undoubtedly experience and experiment would produce some workable rules. Wherever the line is drawn it should be consistent with the concept of highway financing set out previously.

The trans-Canada highway does go through the Canadian lakehead but unfortunately the condition of the highway west of Fort William practically to the Manitoba boundary, with the exception of a few stretches, can be described as poor for ordinary traffic and absolutely inadequate for the heavy traffic now resulting from the completion of the St. Lawrence seaway. When a similar resolution was introduced by the former minister of public works I expressed the fear that unless the highway from the lakehead to Winnipeg was considerably improved we were going to lose some of the benefits of the seaway to the cities of Duluth and Superior in the United States. The highway between Duluth and Winnipeg is preferable to our own and they are planning a four-lane highway all the way to the Manitoba boundary.

I advocated that we should not be caught sleeping at the switch, and that we should also plan a four-lane highway to Winnipeg if we are serious about the potential freight movement which the seaway is bound to create. I regret to say that little or nothing has yet been done on this portion of the highway and, consequently, hundreds of tons of freight unloaded from ships at the lakehead have found their way to western Canada via Duluth, Minnesota. A share of the blame for this "do nothing" policy on our trans-Canada highway link between the lakehead and Manitoba properly rests on the

Ontario government. However, since the federal government pays a substantial, indeed the major, share of the cost it should also have some say in where the moneys are going to be spent.

Some of the hon. members here know that the provincial government is spending proportionately far more in the eastern parts of the province than in northwestern Ontario. This is a policy which has irritated the people of northwestern Ontario to the point of sparking talk of secession and the formation of a new province. I am not advocating such a move at the present time, but if this neglect continues the people of the northwest corner of the province will undoubtedly ask for a separation in the years ahead when a separate province may be economically feasible.

The lakehead is the natural gateway to the prairie provinces of Manitoba and Saskatchewan. We share their common interests. We are the key to their communication system in which is wrapped up the movement of goods from eastern Canada and overseas, a large portion of which is being carried by motor transport. I believe that a considerable movement of grain may, in the future, be made by motor transport until a pipe line is constructed which will transport wheat from the west in a manner similar to that in which oil is transported by pipe line.

A good trans-Canada highway will also benefit the tourist business, and this means additional millions of dollars coming into this country to help balance the present adverse trade with the United States. Large sums of money have been spent to develop recreational facilities, to develop motels, and for advertising, especially in the United States. But much of these expenditures would be positively wasted if good all-weather highways were not provided. Good roads are an integral part of the tourist industry, just as the development of parks, resort facilities and advertisements in newspapers and magazines.

Motor car travel has a high priority for the Canadian people once provision has been made for the necessities. It is a pattern of life which is characteristic of North America which enjoys the highest standard of living in the world. Canadians are spending an increasingly larger amount of money on touring their own country, especially in places where they know they can rely on good roads. The growing number of car owners in Canada is one of the most spectacular developments of our Canadian way of life since the war. Approximately five million motor vehicles were registered in Canada in 1959, and every car owner becomes a tourist at some period during the calendar year. The federal government collected from the sale of these vehicles