

Canadian Centennial

The minister is quoted as having indicated:

With the trans-Canada highway completed, Canada will open a new one—or series of highways—to the Arctic—

Municipalities and provinces will be urged to plan and complete major works so that they come to fruition and can be dedicated in confederation year.

This is the sentence that particularly appeals to me because it is pertinent to what I expect to say. It reads:

A re-examination of Canadian history at every level—down to the smallest backwoods community—will be encouraged with the idea of bringing every Canadian closer to his origin.

The minister's statement gives me some ground for hope that what I have to say will not fall on deaf ears in spite of the attitude displayed by the hon. member for York West (Mr. Hamilton). I think the minister's statement is indicative of the fact that he senses that we have problems and in his capacity he is willing to come to grips with them and I wish to congratulate him on that score.

With regard to the subject of highways mentioned in the resolution I would like to command to the government's consideration a very necessary addition to our trans-Canada highway system, namely the Yellowhead route. This is the shortest possible route between Vancouver and Winnipeg and I think it could be described as the missing link in the program of the trans-Canada highway. Certainly it serves the best interests of thousands of people in northern British Columbia and Alberta and Saskatchewan as well. At the present time the route has been practically all built, particularly in Alberta from Jasper, to the east gate of Jasper park and from there to the Saskatchewan border, where there is a standard highway second to none. With very few exceptions you will find the same condition in Saskatchewan. In Manitoba you will also find a condition that lends itself very generously to this route. The only part that is left for the attention of the federal government is a stretch approximately 17 miles in length that lies within Jasper national park between the town of Jasper and the west gate known as Yellowhead.

To a very large degree the government of the province of British Columbia has carried out its commitments in the building of the highway from that point to Kamloops. When this road is built it is estimated that there will be an additional 400,000 cars passing through Jasper national park. If that is so it is indicative of the services that will normally be rendered to the people in the northern part of British Columbia and Alberta particularly. I think if one examines

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it a little more closely one would have to agree that there will be a considerable source of revenue accruing from that additional tourist trade. If one considers only, the \$2 licence fee that is paid for entering the park one would find it would go a long way towards meeting the cost of building the short link within the park.

The increased volume of tourists passing through the park points up something that appears to me to have been neglected within the Jasper national park and the town of Jasper in particular. I refer to the public relations that should exist between the authorities and the people of the town of Jasper. This should bring home forcibly to the park administration the need for the fullest understanding and co-operation between the people of Jasper and those charged with the responsibilities of administering to their needs. There are many problems in public relations existing in the town of Jasper at the present time and these will be accentuated as the volume of tourist trade grows. Some towns within the national parks are considered children of necessity not convenience and I think this is true of Jasper.

I know a little bit about Jasper national park because I lived there at the end of the first war. At that time it had little or no appeal as a tourist attraction. The only way you could get there was by railroad and the only tourists to whom it would likely appeal would be those who were prepared to go in by train and then hire guides with saddle or pack horses who would go into the wilds and enjoy nature in the rough. When our provincial government saw fit to build a road at a cost of several million dollars it changed the picture. There is no problem now as far as traffic is concerned and one of the finest highways in Canada runs right to the park gate. For that reason, of course, tourist trade has grown by leaps and bounds.

If we are to celebrate the centennial in the right way, some of the things which are so necessary and so important to the people who are charged with the responsibility of making the tourist's visit a pleasant one should be given some consideration by the government. There should be a desire to understand their problems a little better and, if and when possible, to apply the milk of human kindness to the administration.

In the town of Jasper they have many problems that must have some consideration. As the tourist trade grew naturally it posed additional problems for the people of the town of Jasper. It is true that the parks authorities had their own responsibilities with respect to providing better roads, better