

*Trans-Canada Highway Act*

to make a contribution toward the millions of dollars that have been spent and the more millions to which my province is now committed.

I sincerely hope the minister can advise us as to whether or not an agreement has been reached as to sharing the cost of the Mann bridge over the Fraser river to tie in with the trans-Canada highway, even though it is now completed, and also the cost of the Ladner tunnel.

**Mr. Simpson:** Mr. Chairman, in speaking to the resolution which is presently before the committee I should like to commence by saying that I am extremely pleased to learn of the extension of the period during which contributions or payments may be made to the provinces in connection with this trans-Canada highway. I am equally pleased to learn that the fund in relation to this project will be increased. At this time, I should like to associate myself with the remarks of the hon. member for Dauphin in which he suggested that funds should be made available for the construction of a second trans-Canada highway route. Other hon. members including the hon. member for Kootenay East have spoken about this second route, and I feel it is a very important question at this time.

I say it is very important in so far as the people in all parts of Canada are concerned. I am certain that plans of this nature would be heartily welcomed by all the citizens of Manitoba. As the members of the committee probably know, the Manitoba government has embarked on a fairly extensive program of highway construction and the improvement of provincial roads in general. Extensive plans have also been made, in conjunction with the federal government, under the roads to resources program. Many of these roads to resources in Manitoba are currently under construction, and others are planned.

Apart from the important effect of providing better road facilities for the people living in some of the northern parts of our province, a second trans-Canada highway would have a number of other important benefits. It would be a great boon, of course, as other members have mentioned, to the tourist trade. It is my opinion that we must have better roads, such as the trans-Canada routes, in order to attract tourists into the general area of the northern part of our province in which these tourist attractions are found. Many of these areas are today only accessible by chartered aircraft, although some scheduled flights are available to certain areas. I think it is very important to have these road links constructed under joint federal-provincial financial arrangements. These roads would bring the tourists into the

[Mr. Winch.]

general area where they could then avail themselves of the roads to resources which are being constructed.

I might mention some of these roads which would lead to tourist attractions, and I am speaking now particularly of the northern part of the province of Manitoba. There are roads leading off No. 10 highway going north to Flin Flon. Some of these roads will open up territory which up until now has only been accessible to people who could fly into the area. We have a road under construction off No. 10 highway in northern Manitoba from Simonhouse to Wekusko. Then, there will be a roadway into the Snow lake mining area. Also planned as an extension of this Wekusko road is a road into the nickel mining area of Thompson, Manitoba. Once this road is constructed as far as Thompson it is not going to be too great a job to continue the road on up to the port of Churchill. Many people believe that a road to Churchill is just a little bit out of the question, but after being up there on many occasions, I can visualize that the seaport of Churchill could easily become one of the major tourist attractions of Canada.

I believe if we can extend plans in the near future for a second trans-Canada highway, regardless of which route of the many which have been suggested is followed, it will bring these tourists into the area on good roads. Then they can, in time, make use of the roads to resources which will be quite accessible. However, for some length of time they will not be as good as the roads that are classified as highways.

There are one or two other things, however, which are just as important in regard to these roads through the northern areas. Just as important as the tourist trade is the fact that once we get these roads into these areas, many of them probably running closely adjacent to railway lines, we believe it will solve another of our great problems, namely the problem of the indiscriminate freight rates which all people in the northern parts of the provinces have to face. I have seen on many occasions through personal experience that the moment a road goes into an area and there is trucking competition down come the freight rates. So that we hope these roads will be planned as quickly as possible to help solve this very great problem.

Apart from the question of freight rates, a lot of the people living in the more populated areas probably do not realize that where there is no competition from other modes of transport there are many other little services which we are not entitled to have. Many of the areas of northern Manitoba are at the present time continually battling to have such