

nection with Waterton park, to which large numbers come from the United States, are very considerable. The reason there has been a falling off in the number of tourists visiting the Banff and Kootenay parks is very clear; it is because when people get in they cannot get out again without retracing their course. Remember, the distance from the international boundary to Banff park is substantially the same as the distance from the further west park, I do not know what name is given it now, whether they call it Kootenay or Yoho valley. In the United States there are hard-surfaced roads to the boundary. The reason for the falling off in the number of tourists at Banff is that the road to Jasper is not yet completed, and the road west is not completed; they cannot get to the coast; they have to strike south from Kootenay park or whatever it is called. Part of the roads within the park are covered with some dustproof substance.

But my difficulty always was—and I think it is the difficulty the minister has—if you select one road, what about the others? They are so far apart that one road will not serve. It is no good to put a concrete surface or plastic material on the road from Waterton park south in the hope that road would serve that vast territory south of the park. There is a very fine park there in British Columbia, connected with the Banff park. There is a continuous road from Banff park into it, an excellent highway. What we were always hoping long before we were in office as a government was that that road would be put through to the coast so that the people who come to Banff would be able to get out by going through to the coast on this Big Bend highway. That is or shortly will be finished up to Canoe River, but if operations are discontinued there we shall not have the road any further advanced, because the road cannot be used unless that link is completed. The only way in which Canadians can get through to the coast now is to go south into the United States; that is made necessary by the incomplete state of the road on the west leg of the Big Bend.

The Minister of National Defence says that telegrams clearly indicate financial responsibility. I do not think it went as far as that; my memory is that we undertook to find the money to enable the province to do the work, and we made it clear that as far as relief work is concerned that would be charged against our own appropriation and the province would not be liable. But with respect to the balance of the work done in pursuance of the province's undertaking I do not think there is anything which makes

[Mr. Bennett.]

it clear that the money was not to be refunded by the province at some time. I would be surprised if it were so, but it may be that it is, because the British Columbia provincial authorities said frankly that they did not know when, if ever, they would be in a position to see their promise implemented.

I wholly agree with what the minister says, that something must be done to rid the parks of the dust nuisance. The highways leading to the parks, however, are completely under provincial control. For instance, people who come in from the south motor up on the Macleod highway to Calgary; there is no other way by which they can get into that park reasonably at the present time. That is not a hard-surfaced road. Once they get to Calgary the road from Calgary to Banff, which was very dusty, has been oiled. Shall we undertake to eliminate the dust nuisance all the way from Calgary to the boundary? I refer to the road from Calgary to Macleod and then from Macleod south. Shall we eliminate the dust nuisance on the road from Macleod west to Fernie? I motored from Fernie to Macleod on one occasion, and the dust was not as bad as I had expected, although it was still unpleasant. Shall we do that, and then shall we provide an oiled, hard or plastic surface on roads leading from the parks in British Columbia to the United States? If so, the task will be a tremendous one, and at once we will invite discussion and invidious comparisons will be set up. Statements will be made that one part of the country has been served and others have not. That has been the difficulty. I make these observations only by way of pointing out that one cannot get into Banff park with a motor car, as I understand it, unless he travels a substantial distance from the boundary, up to the park. At the present time Alberta is spending a large sum of money on the improvement of these roads.

This is equally true when we come to the province of Manitoba, because in that province there is the main highway from the park south to the boundary. No doubt the minister is familiar with the road to which I refer. A large sum of money was spent in an effort to make it free of dust. The Minister of Public Works for Manitoba pressed the necessity of spending \$1,100 or \$1,200 per mile for the purpose of eliminating the dust nuisance and attracting visitors to the park. I was astonished when I learned the number of people from the United States who visited the park in Manitoba. Then, there are other visitors from surrounding areas in the western provinces. The effort to eliminate dust will have to be on a most generous scale and cover a