

sary. The advantage of the Hope-Princeton route was that a new area for mining would be opened up. There was little difference in the estimate as to the two routes. The cost would be at least one million dollars in each case. The decision as to location would be based on the advice of expert engineers without any political influence being admitted. As far as the people of the province are concerned, he believed that they were prepared to give sufficient money to give the highway connection between the Coast and the Interior, and it was the duty of the government to see that the best route was chosen.

No. 2—Kootenay Links in Transprovincial Highway

As to Question No. 2:

The Public Works Department had completed the link from Brilliant to Thrums, and work would be continued on the construction of the missing links in Kootenay section of the Transprovincial Highway, from Creston to Kaskanook and Cascade to Rossland.

Work was now being carried on to connect Revelstoke, at present isolated with the highway system of the province.

No. 3—B. C. Highways Classification

As to Question No. 3:

The Highways Bill before the House would classify roads as primary, secondary and local.

(a). Primary roads would be interprovincial, Pacific Highway and similar roads leading to or connecting with extra-provincial main roads, for which the province would provide 75 per cent. of the cost of construction and maintenance, and the municipalities concerned 25 per cent.

(b). Secondary roads would consist of trunk roads connecting industrial and market centres and roads of less general importance, the government bearing the cost of construction equally with the municipal corporation of the area through, or in which, the highway runs, and the cost of maintenance to be borne 40 per cent. by the Department and 60 per cent. by the municipal corporation.

(c). Local highways, the cost of construction and maintenance of which shall be borne by the municipal corporation of the area through, or in which, the highway runs.

No. 4—Clark Road, Coquitlam

As to Question No. 4:

The Public Works Department would assist this road as a secondary highway on a fifty-fifty basis with the Municipality of Coquitlam.

No. 5—Dominion Aid to B. C. Highways

As to Question No. 5:

The province is ready to present to the Dominion government a road construction programme for the next five years, one that is likely to be