

of letters from residents of my constituency pointing out that hundreds of United States tourists are actually visiting the Kootenays at the present time, and they all complain of the same thing, the poor condition of British Columbia roads, which prevents large numbers of tourists from coming. Here, again, I do not suggest that the time is ripe for the government to step in with a large programme of trans-Canada highway development, but the government should be laying plans for the future, for a system of trans-Canada highways that will be a credit to the country and reflect the wealth which this country can produce. I have here a brief which has been circulated generally throughout western Canada and in British Columbia. It was originally submitted to the dominion regional reconstruction council for Alberta by the Calgary board of trade. This brief deals in general with the possibilities of highway development in western Canada. I shall not read it in full because it is lengthy, but I shall read one or two of the reasons given why this organization believes in the necessity for the development of a dominion government trans-Canada highway programme:

1. To foster and encourage communication between the separate provinces of our dominion with a view to developing a national spirit.
2. To insure Canada to some extent against unemployment.
3. To attract American tourists and to capitalize on the favourable advertising we have received during the past six years.
4. To keep Canadian tourists at home by making motor travel in our own country as attractive as it is elsewhere.
5. To assist in the development of our natural resources, especially mining and forestry.

Then 6, and I am sure this will appeal to the hon. member for York West:

6. To provide a better and more adequate postal service in rural areas, and in communities not served by railways.
7. To improve the health of our nation by bringing hospital centres and medical services closer to our rural citizens through the use of motor transport.
8. To develop our educational system by providing roads over which buses may travel and bring the students to the centres where they will receive adequate and proper training.
9. To encourage farming by bringing the farmer closer to his market with the use of motor equipment.
10. To encourage immigration from the United States.
11. To assist the individual owner of a motor vehicle to operate same more economically.
12. To assist in creating a favourable balance of trade with the United States and thereby raise the standard of living in Canada.

In addition, the Nelson board of trade of my own constituency, supported by all the other boards of trade in the riding and

[Mr. Herridge.]

branches of the legion, sent the following letter to the Prime Minister (Mr. Mackenzie King) early this spring:

To the Right Honourable W. L. Mackenzie King,
Prime Minister,
Parliament Buildings,
Ottawa, Canada.

Sir:

It is requested on the following grounds that the federal government contribute to the improvement of the highway between Medicine Hat in Alberta and Hope in British Columbia and that it be recognized as the southern route of the Trans-Canada highway.

(a) It is open for travel 365 days in the year whereas owing to climatic conditions, the northern route known as the Big Bend highway is open for travel for not more than five months in the year.

(b) It serves the most thickly populated area in the interior of British Columbia, the number of residents of the area being at least ten times that of the district contiguous to the Big Bend highway.

(c) It traverses a territory considerably more developed industrially than that adjacent to the Big Bend highway in mining, smelting, power, lumbering and agricultural activities, including among others the principal operations of the Consolidated Mining and Smelting Company, of the power plants of the West Kootenay Power & Light Company Limited and the East Kootenay Power and Light Company Limited.

(d) The public works department of the government of British Columbia has under construction a 40-car capacity steel ferry with necessary landings and approaches to provide for the Kootenay lake crossing.

(e) It provides access to some of the outstanding scenic beauties of southern Alberta and British Columbia, including the Waterton, Kootenay, Slocan, Arrow and Okanagan lakes, which have great possibilities as tourist attractions which cannot be realized until the highway is made adequate for tourist travel.

(f) Throughout its length it is approximately parallel to and within a relatively short distance of the United States boundary and has many connections with the United States highway system.

(g) Its immediate improvement would relieve the unemployment which exists and will continue during the readjustment period.

That resolution is supported by all organizations and residents of my constituency. They are very much concerned about having the southern provincial route, a portion of the trans-Canada highway between Hope and the Alberta boundary, improved and extended. There is one rather unusual feature in connection with the suggestion for the development and extension of this southern provincial highway, and that is the suggestion to make arrangements to go through United States territory to avoid going over the Cascade mountains between Rossland and Grand Forks. Between Rossland and Grand Forks the road climbs to an elevation of 5,400 feet over the Rossland summit and the Cascade summit. The road involved an expenditure of large sums of money, but a satisfactory highway will