

Mr. BENNETT: The road has been under construction for two years.

Mr. MACKENZIE KING: The minister tells me that he thinks the money would have been spent to better advantage if more had been done in the first instance to develop the approaches from the United States to the park.

Mr. BENNETT: That was a provincial matter.

Mr. MACKENZIE KING: Exactly, and that brings out what I am trying to illustrate. The province is responsible for part of the work, and the dominion for another part of the work, but there is no coordination. A body such as the one proposed could meet a situation of the kind. It would be able to make a recommendation to the province and the dominion alike which would lead to effective cooperation and which would outline the most beneficial course to follow. I do not know anything which can better illustrate the purpose which it is hoped the commission operating under this section will serve than the example to which my right hon. friend and I have referred.

Mr. STEVENS: The observations of the Prime Minister prompt me to say just a word regarding construction under this section of road connections from the mountain parks to the boundary. There are four or five national parks, not close together because they are extensive in themselves, but covering a very large area in the mountains: Kootenay park, Yoho park, Banff park, Waterton park and Glacier park. Invested in these parks, so I am informed, is somewhere between forty and fifty million dollars in roadways and other facilities for tourists. There is nothing on this continent to equal these parks for beauty and facilities for enjoying them once you are there, but the road connections from the international boundary to the parks are atrocious; they could not possibly be worse. It is notorious among those who are living near the boundary or anywhere adjacent to the connecting roads that tourists from the south by hundreds turn back and never finish the trip to the parks. They go back to the United States and tell their friends about the difficulty of the roadway from Eastgate or any other point of entry to the parks. I have suggested before—in fact I took the liberty of writing the Minister of the Interior not long ago on this subject—urging not only on my own behalf but on behalf of the various organizations interested in this work, and on behalf of the districts adjacent to these parks, that assistance should be given in the con-

[Mr. Mackenzie King.]

struction of these roads. I should like to intimate what will probably be the result. I venture the statement without fear of successful contradiction that within three years the number of visitors will be multiplied tenfold.

Do not let anyone be fearful that this increase will congest these magnificent parks. Their areas take in thousands of square miles and a tremendous number of persons can be within the parks without there being anything in the nature of congestion. We must not forget that they are revenue producing. Every automobile that enters the parks pays either \$2 or \$2.50. This provides a considerable revenue. If the number of cars entering can be increased by tens of thousands in a season, the revenue obtained would supply a substantial proportion of the upkeep and the interest on the moneys expended. There is already an investment of \$40,000,000 or \$50,000,000 and it is only common sense that these parks should be made accessible.

Another point I should like to make is the fact that in the valleys adjacent to these parks is a number of settlers who have not easy access to the cities for their products. If the tourist traffic were developed through these districts, as I know it would be, the revenue accruing to the settlers along these routes would go a long way towards giving them adequate sustenance and a good livelihood. I may say to the Prime Minister that I was delighted to hear that this particular project is to be contemplated. It might have been dealt with by the national parks branch under the Minister of the Interior, but I welcome its being undertaken through the agency of this commission.

Mr. BENNETT: There is just one word that should be said. I think the right hon. gentleman is aware that when you begin to give assistance for highways to one province and do not give it to another you run into great difficulties. In Ontario are many miles of concrete highways which have been built at the expense of the province. In other provinces there are hard-surfaced roads of different kinds, some covered with asphalt and others with various patented substances. In Prince Edward Island the dust is so bad that they have tried to utilize on their roads a covering which is not very thick, but which would attract tourists by making it possible for them to travel over the roads without being covered with too much dust. The difficulty in connection with the highways in some parts of western Canada is the same. Once assistance is given to one part of the country, immediately this old question will