

*Trans-Canada Highway*

how to build roads. The people out there know how to build roads, and they do it. All we in Ottawa need to do is to provide them with the financial support, and they will do the rest, and give us a trans-Canada highway system of which we shall be proud, and which will be of great use to us.

Turning again to the matter of the route, I am afraid, from the way many hon. members have been speaking, that we shall argue about the different routes to a point where we shall nullify our efforts. Under no circumstances must that take place. I grant that all three routes advocated by hon. members and throughout the country must be built sooner or later. The Yellowhead route is important for the reasons given by the hon. member for Edmonton East (Mr. Macdonald). Of course it is. No one questions that at all. The Kicking Horse route is important for reasons which will be given by those who advocate that route. Of course it is. And the southern route is exceedingly important, also.

I am not setting forth the reasons why the southern route should be built first in order to antagonize anyone; I do so only that members of the house and the people of Canada should know why I would support the southern route first. Here are some of the reasons:

In the first place it is the most densely populated route, taking into consideration all the various towns—Winnipeg, Brandon, Regina, Moose Jaw, Lethbridge, Cranbrook, Trail, and all the other places along the route. It is asserted by those who have given the matter much study that there is a denser concentration of population along this route than along any of the others. In the second place, it is the greatest tax-producing area. In the next place its industrial importance is noteworthy. For ordinary farming, this district is outstanding, producing all kinds of farm commodities. In addition to that there is considerable oil development. Lumbering flourishes along that route. Fruit-growing is important, as also are mining, smelting, seed-producing and sugar-producing. There are many parks along the route and a great many other features which appeal to tourists.

It is the most direct route from Winnipeg to Vancouver, and is an all-weather route. It will be argued that there are places along it which in the wintertime are likely to become seriously obstructed by snow. That may be said concerning any road which is to cross Canada and go over the mountains, I do not care which one it is. It is something that has to be faced; that should be borne in mind. The route I suggest is close

to the United States border and in case any particular section of it should be blocked by snow for three or four days it would not be a difficult matter to drop down across the line, go along the United States highway, come up the other side of the snow obstruction and go right on through. That advantage is not to be found in connection with any of the other routes. I am not attempting to disparage any other route; I am simply pointing out the advantages that are worthy of note in connection with this southernmost route. It is more nearly an all-weather route than any that can be found in Canada going west from Winnipeg to Vancouver.

There are forty points of entry into the United States not very far from this proposed southern route. Great numbers of United States tourists will come from the large United States concentrations of population across the line. Anyone knows that if a person crosses the border and gets onto a good highway at once he is more likely to go into the hinterland. These are things that I believe should forcibly be brought to the attention of anyone trying to form a conclusion on this matter. This route is the natural entry to most of our parks. Many more things could be said about it, but probably I have said enough. From the strategic point of view it would be extremely important because it offers the most direct and shortest route from Winnipeg west to Vancouver.

Some will say that the Dominion of Canada cannot afford the money, but that is the sheerest nonsense. It has yet to be shown by anyone in Canada that this country cannot afford to pay as much per capita for roads as is paid in the United States. It will be pointed out that the United States has large concentrations of industry, but Canada will have concentrations of industry if we have sense enough to manage the country in the right way. If we adopt measures which prevent the development of industry, we shall never have industry in Canada.

The hon. member for Peace River (Mr. Low) pointed out how the national credit could be used for the building of these roads. This is a feasible means of providing the money. It has been used and it is being used today only we do not call it that. It can be used on a large scale by this country and by that means these roads can be built.

I should like to show hon. members how much would have been paid to Alberta as one of our provinces if Canada had been spending as much per capita on roads as has