

between my predecessor in the Department of Interior and the Minister of Public Works and also the premier of British Columbia, in the summer of 1935, gives—

Mr. BENNETT: Oh, I think that is so.

Mr. CRERAR:—evidence that the expense was to be borne by the federal government. Now the question arises as to the time in which this was to be done. I can find nowhere any time limit as to when the work was to be completed.

Mr. BENNETT: There was, I think, in the original agreement with the province.

Mr. CRERAR: So far as the east leg was concerned.

Mr. BENNETT: I thought, as to the west leg too.

Mr. CRERAR: I am informed that in the agreement covering the construction of the east leg there was a time limit. There is another important question which I might mention that has been giving me some thought. We have spent very considerable money—it would probably run to nine or ten million dollars—on the Banff park and parks adjacent.

Mr. BENNETT: That is from their inception?

Mr. CRERAR: From their inception.

Mr. BENNETT: I should think that is right.

Mr. CRERAR: Yes, I am informed that the expenditure on the Banff park alone is somewhere between nine and ten million dollars.

Mr. BENNETT: Over a period of forty years.

Mr. CRERAR: Last year the total number of American tourists' cars registered in Banff was, I think, 4,800. The difficulty in getting tourists from the United States to this very magnificent park—it is one of the finest in the world—is the lack of good roads between the international boundary and the park. I have been told by different people from that section of the country who are aware of the circumstances that it is not an uncommon thing for American tourists, leaving their hard-surfaced roads south of the international boundary and entering Canada, to proceed a few miles on a gravel highway with dust and high wind, and then turn round and go back. One thing that has impressed itself on my mind

is the necessity of getting a type of road which will do away with the dust nuisance between the international boundary and Banff national park. If we could do that, probably we would increase the number of American tourists coming to Banff four or fivefold. The problem, of course, is to find the money to do this work. There is also the problem to which the leader of the opposition referred I think once before, the matter of getting an arrangement with the provincial government concerning a road outside the park boundaries. We do not wish to be committed indefinitely to the principle of building provincial roads. That matter is one which should be considered very fully. I am not at the moment in a position to say more to the committee than this, that the question of getting dust-free roads into our national parks is receiving the careful consideration of myself and the officers of the department, and if some arrangement could be made we might for the time being at any rate cut down the expenditure on the west leg of the Big Bend road, use some of the money to get rid of the dust nuisance on the roads leading to the national park at Banff and adjacent parks, and thereby greatly increase the revenue that would come to the province and the country.

Mr. BENNETT: Perhaps the minister has not given very great detailed attention to the matter for this reason: The number of points at which tourists enter Canada from the United States is considerable, and if you are going to take care of one you have to take care of all. For instance, there is the Waterton lake park; the tourists come in south of Lethbridge. That park is in just the same position, because you have there roads which are gravelled, as free from dust as you can get a natural gravel road built under the conditions under which those roads were built. Then, going further west you come to Macleod. The road from Macleod to Fernie was built by the province of Alberta; it is not a hard-surfaced road, but is an excellent road with very little dust. From there it leads south to the international boundary. But when you get further west, the traffic being somewhat limited at the moment, those roads are filthy with dust. You cannot drive along them for more than a few miles without being choked with dust yourself and your car covered with it. Now, which of those are you going to take care of? Are you going to put a coat of some plastic material over the top of one, or two, or three? The claims, for instance, in con-