

Mr. COLDWELL: The minister stated that dustproof highways would be an attraction to what he called the tourist industry. I was wondering if the government had looked into the utilization of the tar sands of Alberta. Several years ago the Canadian Pacific Railway laid its platforms in the city of Regina with tar sands brought down from Alberta. I do not know whether or not that was an economical way of handling the tar sands, but I was discussing the matter at the time with an engineer, and he told me he thought that ultimately the tar would be extracted from the sand, mixed with local sand and utilized, and then it might be an economical project. If Alberta has vast deposits of tar sands—and I understand it has—and by cooperation with the dominion government a scheme could be worked out whereby this material could be utilized by the people of Canada as a nationally-owned resource, and if the project is economically feasible, I believe there is a possibility of getting dustproof roads.

While I am speaking on this matter may I add that in my opinion not only tourist traffic but the traffic of our own people from the southern parts of the prairie provinces to the northern regions would be greatly facilitated and improved if here and there, at one or two places where trunk highways cross rivers by means of ferries, bridges were built. I have in mind particularly the area from Swift Current north. At certain seasons of the year it is necessary, along that particular highway, to travel many miles out of the way around to the Elbow and there cross the bridge over the Saskatchewan river, although there is a splendid highway, No. 4, I believe, running straight north from Swift Current to North Battleford. We have a number of links of that description. It seems to me that if we are going to spend money for the encouragement of tourist and other traffic these gaps in our highways might well be considered.

However I rose to ask the minister, since he has mentioned the possibility of dustfree roads, if any consideration has been given to the utilization of the tar sands of Alberta.

Mr. CRERAR: In reply, I want to deal for a moment with the point raised by my hon. friend from Royal (Mr. Brooks). It is the intention of the department to have a further investigation of New Brunswick made this summer with a view of locating a park site.

Mr. BENNETT: There is a report on the subject now.

[Mr. Brooks,]

Mr. CRERAR: We have a report now, but there is a difference of opinion on the report, and a difference of opinion in New Brunswick itself.

Mr. BENNETT: Not in the department. They made the recommendation.

Mr. CRERAR: My hon. friend from Royal must also keep in mind that the province has to deed over to the federal government the whole park area that it is proposed to develop. That matter will receive consideration this summer. Whether or not an amount can be put into our estimates a year from now for the development of a park in New Brunswick depends upon factors, upon which I would not care at the moment to pass an opinion.

As to the other point, raised by my hon. friend from Rosetown-Biggan (Mr. Coldwell), experiments were carried on with the tar sands of northern Alberta, particularly in Jasper national park, and I think it can be said that these sands make a suitable hard-surfacing material. The difficulty is the cost of transporting the sands and the bitumen which they contain to the park areas where they can be utilized, or indeed for purposes of roads anywhere else. I understand, however, that lately a company has been promoted, has secured capital, and will undertake this year the separation of the bitumen from the sands in this tar sands area of northern Alberta.

Mr. BENNETT: And the oil?

Mr. CRERAR: And also the oil. If that experiment works out—and apparently they have conducted their preliminary experiments to a degree where they have sufficient confidence in the enterprise to put capital into it—possibly supplies of material for hard-surfacing roads will be available from that source. At present the taking of this heavy untreated material from the northern part of Alberta, where it is located, is not practicable owing to the cost.

Mr. CLARKE (Rosedale): With regard to the \$13,200 for wharves and beach protection improvements, what section of the country are they in?

Mr. CRERAR: That is mainly in the Prince Albert national park and Riding Mountain national park.

Mr. FAIR: I wish to direct the attention of the minister to the great Wainwright Buffalo park. On the south side of this park we have good roads. On the north side there is a gravelled highway from Edmonton to Wainwright. But through the park we have no