

Trans-Canada Highway

The minister has a reputation for good common sense. I believe he can see quite clearly what caused the trouble in 1919. It was that very fact. A number of the provinces simply could not possibly pay the money. How could they pay 60 per cent of the cost of an elaborate system of highways in order to get the dominion government to pay 40 per cent? It seems that the Ottawa government has been afflicted with a lack of common sense for a great many years. A pretty good discussion of this whole subject is to be found in the New Brunswick submission to the Sirois commission at pages 44 and 45.

After about four years or five years of trying to put into operation successfully this policy the dominion government abandoned it.

Now, what are the provinces doing this year? What have they attempted to do? Provincial expenditures for highways for 1949, proposed, amounted to \$157 million. I am taking figures from a report which appeared in the *Financial Post*, according to information at my disposal.

For Manitoba the amount is \$7,400,000. Of this \$1,400,000 is for reconstruction, aid to municipalities and school districts. There were 160 miles of main highway to be graded; 65 miles surfaced with asphalt and concrete, Winnipeg to the international line at Emerson; Brandon to the international line at Peace Gardens and Brandon to the Saskatchewan border.

Saskatchewan appropriated \$7,400,000, according to this report. It states that \$2,500,000 of this was spent for maintenance—and it will be noted that maintenance comes at tremendous cost. There were 400 miles of bus-grade roads, 430 miles of gravel surfacing and 105 miles of bitumen-treated gravel. So Saskatchewan is alive to her fingertips. There is a whole lot more than deadwood in the Saskatchewan government. British Columbia appropriated \$13 million on construction, reconstruction and paving. It states that 350 miles were to be newly paved, according to the report when it was made.

Hon. members will be interested to know something about Alberta's recent efforts. I have in my hand a government document, called "These are the Facts". These facts appear at pages 34 and 35, where it states a number of facts concerning the last fourteen or fifteen years of road-building in the province:

Main and secondary highways; miles of work done from March, 1936 to March, 1948:	miles
Grading	1,922
Reconditioned grading,	844
Gravel	4,207
Asphalt	1,149
Seal coat	645

[Mr. Blackmore.]

To explain what that means, here is a legend which states:

"Grading" is construction of standard earth grade to highways standards.

"Recondition grading" is done when necessary to bring highway up to standard prior to first course or replacement gravel surfacing.

"Gravelled" miles shown consist of first course and replacement gravel surfacing; it also includes the gravelling of highways where locations have been revised.

"Asphalt" miles include "blotter" and light plant mix surfaced highways, most of which were later rebuilt with a six to nine-inch stabilized gravel base and two-inch hot plant mix surface.

"Seal Coat" miles represent gravel chips and asphalt applied to seal plant mix surface.

May I interrupt at this point to say that we have had a great deal of difficulty in Alberta finding out the kind of road we should have for our terrain and climatic conditions. It cost us a great deal to learn these essential facts.

A comparison of main and secondary highway mileages between March 31, 1936, and March 31, 1948, shows the following:

Type	March 31 1936	March 31 1948	Difference
Graded (earth)	767	221	minus 546
Gravelled	2,152	3,258	plus 1,106
Asphalt	92	645	plus 553
Total miles	3,011	4,124	plus 1,113

That is a lot of road-building. The next table shows a comparison of district and local road mileages as at March 31, 1936, and March 31, 1948, as follows:

Type	March 31, 1936	March 31, 1948	Difference
Ordinary road ...	40,000	42,749	plus 2,749
Graded (earth) ..	19,373	25,487	plus 6,114
Gravelled	Nil	7,596	plus 7,596
Total miles	59,373	75,832	plus 16,459

The next table shows the amount of road grants paid to municipal districts:

Amount of road grants paid to municipal districts:	
1941-42 Fiscal year	\$101,290.95
1944-45 " "	468,944.73
1946-47 " "	523,338.99
1947-48 " "	1,038,207.68

From which it can easily be seen that there has been a regular increase to municipal districts. Then, the bridge-building record is as follows:

	March, 1942	March, 1948
Number steel and concrete bridges	170	216
Number timber bridges	1,885	2,611
Total bridges built	2,055	2,827
Number of bridges repaired	1,509	2,192

Hon. members will be able to see that in this respect Alberta is right up in the forefront. My object in pointing out the efforts put forward by Alberta is, as I said, to show that we do not need any governor or overseer from Ottawa to tell the provinces