

Mr. PERLEY: What is the nature of the work?

Mr. CRERAR: It is the same as I explained under the previous vote; that is, pit props, cordwood, pulpwood, fence posts and other products of that kind.

Mr. PERLEY: You are keeping away from Saskatchewan on this vote?

Mr. CRERAR: Yes. The only part of that province in which we could get this work done would be away up in the northern section.

Mr. STIRLING: Would the minister say how he finds the Doukhobors work in his camps?

Mr. CRERAR: Fortunately or unfortunately, personally I think fortunately, we have no Doukhobors in any of these camps.

Mr. STIRLING: In none of the alternative service camps?

Mr. CRERAR: No.

Mr. NEILL: Where is the British Columbia camp?

Mr. CRERAR: In Kootenay national park, which is between Banff and Golden.

Item agreed to.

National parks bureau—

Alternative service work camps, \$250,000.

Mr. KNOWLES: Would the minister explain why this description appears in two separate items? First we have alternative service work camps, \$127,000, and now alternative service work camps, \$250,000. Is the work different? Why should there be two items dealing with this matter?

Mr. CRERAR: One covers the work in the dominion experimental forest stations I mentioned a moment ago, Kananaskis in Alberta and Petawawa in Ontario. The other is for the work in the national parks, which I also mentioned; Kootenay, Banff and Riding Mountain. It is merely a distinction. Probably they could have been linked together, but putting it in this form gives more complete information.

Mr. KNOWLES: Then the camps you mentioned cover both these items?

Mr. CRERAR: Yes.

Item agreed to.

Surveys and engineering branch—

Prince Rupert-Terrace-Cedarvale highway, \$3,000,000.

Mr. REID: Would the minister give a break-down of this item? Would he also

explain why the federal government, after starting a highway which when completed was to extend from Vancouver to Prince Rupert, should leave a small portion of eighteen miles for the provincial government to complete? The people of British Columbia, and particularly those of the Prince Rupert district, are rather incensed at the federal government for leaving that small portion to be completed by the province. Would the minister explain this item and why that work is being left to the province?

Mr. CRERAR: It will be necessary to deal very briefly with the genesis of this road. Ordinarily, as the hon. member for New Westminster knows, the dominion government does not go into a province and build a road. Years ago, under the government of the present Prime Minister, we did build what is known as the Big Bend highway in British Columbia. The road under discussion never would have been undertaken by the federal government if it had not been for the needs of war. The suggestion for the road came first, I believe, from the United States chiefs of staff; it was concurred in by the Canadian chiefs of staff, and was recommended by the permanent joint board on defence. Its origin is similar to that of the Alaska highway, the development of the Canol project which we were discussing this afternoon, and other matters. In considering the defence of North America the military authorities had to keep constantly in mind the possibility that coastal traffic would be interrupted. At a certain period of the war that was a danger. There was a road of sorts, capable of supporting truck traffic, from Vancouver to Hazelton, on the old Grand Trunk Pacific.

Mr. CRUICKSHANK: A road of sorts.

Mr. CRERAR: Parts of it were all right; parts perhaps were not so good. At any rate it was a passable road. There was also a road of sorts from Hazelton toward Terrace, which under certain weather conditions was capable of being used by vehicles. Between Cedarvale and Prince Rupert, for a distance of ninety-seven miles, there was no road whatever. That country was a wilderness; the only outlet was the old Grand Trunk Pacific railway. It is not my place or my function to pass judgment upon the opinions held by military people, but certainly the chiefs of staff at Washington, supported by the chiefs of staff in Canada and the permanent joint defence board, recommended the construction of this road from Terrace to Prince Rupert in order to provide an alternative route in case