

*Trans-Canada Highway Act*

**Mr. McFarlane:** Mr. Chairman, in connection with this resolution before us today, I should like to bring up a few points that should be considered at this time by the Minister of Public Works.

During the past several years we have spent millions on our present trans-Canada highway. Also, we have been building it for over 15 years and it is still far from completion. This has been a major project for a period of over 20 years. Since we can see the completion of the highway in the foreseeable future, we should now have a second trans-Canada highway projected, at least on paper, which would service the populated areas of southern British Columbia.

Several years ago the people of the southern sections of Alberta and of British Columbia formed the southern Alberta trans-Canada highway association and presented their views to the government of Canada. They expressed the urgent need of a through highway across those sections of the provinces. It would serve not only as a tourist attraction but, in an emergency, we would have a through highway not obstructed by ferries and toll bridges on the way.

I should like to impress upon the minister the necessity of supporting financially the early completion of this second highway. A good roads program is now being completed across the centre of the province of British Columbia, and also across the centre of the province of Alberta. It will be an asset to the northern sections of the provinces. It will also be a wonderful assistance in the development of British Columbia; but we must also promote immediately a second road and, of necessity, it will have to be located through my district, and preparations made for feeder lines connecting up with the trans-Canada highway. This southern route should be constructed to meet future demands. The tremendous increase in tourist traffic is demanding more adequate roads. Our travel bureaus, both provincial and federal, are doing a wonderful job but we must support them with good roads.

The provision of better road conditions for the country is supported by boards of trade, chambers of commerce, cities and towns all across the southern section of the western provinces of Alberta and British Columbia. At the present time we are losing millions of dollars every year because of an inadequate highway program, especially across the mountainous sections of our area.

Present development in our area will be greatly enhanced by the initiative of the present government in promoting a second trans-Canada highway across the southern sections of the provinces. It does seem to me

[Mr. Granger.]

that if the federal government could see its way clear to participate in the construction of the southern trans-Canada highway it would be an impetus to the provinces of British Columbia and Alberta and it would hasten the completion of this route. I have been advised that federal funds are being made available to improve the roads in the north, and we are also in a similar position. This matter has been placed by the provincial minister of highways before the federal department but I am advised the discussions have been in general terms. Therefore I should like to specify an early allocation of funds for the southern provincial highways, this, of course, being in addition to the provincial arrangements for a roads to resources program.

At the present time traffic is being diverted from various sections of the roads coming into Canada from the United States and tourists are being requested to use United States highways in preference to roads through Canada. Traffic is taking routes at the present time through the province of British Columbia for part of the way, then going south into the United States at Kingsgate and returning to Canada at Osoyoos and thence to Penticton and onward to our coastal points. If the new route is completed at an early date from Crowsnest through Cranbrook and Creston—I might also mention that at Kimberley, only 20 miles north of Cranbrook, we have the largest lead and zinc mine now operating and in addition a steel mill is being constructed this year—it will be a tremendous tourist attraction and will also give us an all-Canadian route. The major factor is that this is a route that can very easily be kept open all year round. Driving time will be cut in half for through traffic from the eastern and prairie provinces to the coast and for people who come from the eastern and southern states to see our glorious country.

With the advent of trucking operations by our major transportation systems, the Canadian Pacific railway and Canadian National Railways, we have a dire need for a four-lane southern trans-provincial highway to handle the tremendously increased traffic, a highway which will serve not only the people of British Columbia but of all of Canada both industrially and domestically.

**Mr. Winch:** Mr. Chairman, I want to say a few words on this resolution which has to do with an extension of time and certain payments as far as construction of the trans-Canada highway is concerned. I am, of course, in complete agreement with any extension of time that is required and any additional expenditure of money that is