

*Trans-Canada Highway*

tourists in our country. I have already mentioned the west coast. The prairies of course have the wheat products.

In addition to the specialty food dishes for our tourists I am going to suggest that there be an adequate supply of maps which could be displayed on the walls of the establishments along this highway. I have found that all tourists are tremendously interested in maps, especially of the locality in which they find themselves. These maps could also be used as place mats at the different establishments. Perhaps the recipe of the favourite dish in that locality could be typed or printed on the map and taken by the tourist as a souvenir.

I have already pointed out that the second requirement of a tourist establishment is comfortable beds. This could be regulated by government directive, by the regulations that are provided by the provincial and federal governments co-operating with each other. As I have pointed out, a certificate could be issued to the establishment and publicity given not only in the establishment itself but in the different trade journals and advertising.

The third essential for a tourist is an enjoyable time. I would think that anyone going across Ontario and coming through Windsor would have an enjoyable time. Outdoor activities could be augmented by establishing in many of these places handicraft activities. I believe that the Canadian Handicraft Guild will be most active and anxious to assist the operators of such establishments in providing the means whereby tourists may have activity when the weather is not suitable for outdoor exercise. That is done in many places in the United States. When an inn or a hotel is established, a handicraft guild or a handicraft shop is established, and on a cold or rainy day they are very active places and provide an outlet in which the tourist may make something for himself, probably under expert supervision, which he can take home and use as a memento in the years to come.

If the federal, provincial and municipal authorities do co-operate, and I am sure they will, if given the opportunity, to provide these tourist havens across Canada, the number of motorcars which pass through the port of Windsor, which is in my constituency, will greatly increase.

**Mr. Isnor:** Is this highway to go through the hon. member's constituency?

**Mr. Brown (Essex West):** I would prefer that they divert the highway through the city of Windsor, but I am really not asking for it at the moment. I said "at the moment"; it might be that a little later I would ask for it. However the senior member for Halifax (Mr. Isnor) has brought up the point. I think

[Mr. Brown (Essex West).]

it might be well if the provincial government were to proceed at once with the building of a four-lane highway. Perhaps I should not use the word "building", because they already have the plans. However, they might well proceed with the building, for which they have the plans, of a four-lane highway from Windsor, to connect with the trans-Canada highway. Not only would it provide easy access to the trans-Canada highway, but it would bring in many more American dollars so badly needed in this country.

In 1949 alone, from January to August 1,295,549 motorcars passed through the port of Windsor. When one considers that in each motorcar there are several passengers, and that each tourist spends a considerable sum of American dollars, it must be agreed that this is a great contribution to our national economy. For these reasons I most heartily support the trans-Canada highway.

**Mr. G. F. Higgins (St. John's East):** Mr. Speaker, I notice in reading the files tabled by the minister today of correspondence with the premiers of the different provinces, that they do not appear to be complete. I wonder if this is correct; are they or are they not complete?

**Mr. Winters:** I understand the hon. member is referring to the date of the last correspondence.

**Mr. Higgins:** Yes, that is right.

**Mr. Winters:** The correspondence is up to the date of the notice of motion for production of papers moved by the hon. member for Lake Centre (Mr. Diefenbaker).

**Mr. Higgins:** I presume the minister will file any remaining correspondence.

**Mr. Winters:** If that is the wish of hon. members, I should be glad to do it.

**Mr. Green:** Could it be done tomorrow?

**Mr. Winters:** I think it may be done tomorrow—and done of course on the same basis, that it will be filed only with respect to those provinces which have given their permission.

**Mr. Higgins:** I mention this because from the date it appears that there is further correspondence.

I do not think there is any doubt about the fact that the idea of a trans-Canada highway has general support. The only differences we may have in the matter—those of us who have differences—are with respect to the contributions that have to be made. I shall refer to that aspect of the matter later.

The chief reason I see for the trans-Canada highway—one which I think is probably