

Trans-Canada Highway Act

will impress on him the need for further consideration of this trans-Canada highway program.

Mr. Cadieu: Mr. Chairman, I too should like to express my approval of this resolution providing for the completion of the present trans-Canada highway. I am also of the opinion that it does not provide sufficient money. In view of the fact that the present trans-Canada highway is already completed in the province of Saskatchewan and has been for almost three years, and in view of the fact that Manitoba and Alberta have almost completed their share, I would recommend highly that a second trans-Canada highway get under way. I was very pleased to hear the contribution to this debate made by the hon. member for Dauphin and was very interested in his remarks.

When one looks at the great potentialities this northern route would open up in the way of natural resources and connecting with roads to resources and connecting many federal and provincial parks in this vast area and some of the best farm land in Canada he immediately sees the value of a second trans-Canada highway, coming into Saskatchewan on No. 3 highway on the east, thence to Prince Albert, connecting roads to resources at that point and making use of the much-needed and new four-lane traffic bridge now nearing completion at that point, then continuing west to Lloydminster and west through the province of Alberta and British Columbia. One really has to see this great country to realize the need for this second trans-Canada highway. I can assure you, Mr. Chairman, it will be second to none. I think, without any doubt, construction of this highway under a joint federal-provincial program would give access to one of the most scenic and resourceful routes in Canada.

In this area we have an organization known as the northern trans-Canada route association which has been doing much research work on this proposed route. In their pamphlet I notice they indicate that the extension of such a highway construction program should be considered by the government of Canada at the 1960 session of parliament so that the provincial governments can make their plans and include this item in their 1961 budgets. They go on further to point out the points brought out by the Secretary of State for External Affairs, who stated in the House of Commons on Friday, June 5, 1959, as reported at page 4385 of *Hansard*:

Possibly some policy may have to be adopted which will allow one type of aid in one province and another type of aid in another province in order to serve the national interest.

[Mr. Batten.]

This is very important, because there is such a difference in the vast terrain and we can build so many more miles cheaper, comparatively speaking, than can be built through parts of Ontario, British Columbia and the maritimes.

Consideration should be given to the starting of a second trans-Canada route in this area. I was also very interested in the remarks of the hon. member for Churchill who pointed out some of the great resources that such a route would open up. I notice that my colleague, the hon. member for Saskatoon, proposed a route through Saskatoon on the basis of freight rates. If Saskatoon had the freight rate problem of the north that city would warrant a lot more consideration. Also, if we in the north had a highway built to the standard of No. 5 highway which runs through Saskatoon we would refer to it as our second trans-Canada highway. The importance of the starting of a second trans-Canada highway cannot be over-emphasized, Mr. Chairman.

Mr. Fisher: Mr. Chairman, one of the things that you can always note about highway construction within a provincial framework is that choosing the setting is the most efficacious way of pleasing voters. I think the example of Mr. Gaglardi and Premier Bennett in British Columbia is a very good indication. If you want to make an impression on the voters you build highways. I think Premier Frost in Ontario is about the smoothest politician that Canada has known. He has also followed this practice to quite an extent. I notice that in the eastern Ontario constituencies in particular, where we have a malapportionment in so far as votes are concerned in relation to suburban constituencies, the road program is excellent. I also notice in our part of Ontario where cities are few and far between and the mileage is great, the road construction progress is rather slow. I want to bring to the minister's attention, before he listens seriously to his people in the house who are advocating a second trans-Canada highway—and I include the members in my own party—this fact. I wish he would take a look at what has gone on up in our part of the country and give us an explanation as to what is happening to the first trans-Canada highway.

I would like to point out to the minister—I know there is no collusion between him and the politicians of the same stripe as he in the provincial setup—that the whole assumption is that the highway construction that goes on is from the magnificent boundary of the province of Ontario. We tend to get pretty critical about this boundary,