

the amount of maintenance work they could do on that road. It was subject, they said, to two limitations: first, the amount of cash available, and second, the demands for similar road construction in other parts of the province.

I believe that the development of this tourist business offers a great opportunity to Canada. There is no question of the value of it in the economic sense.

Mr. BENNETT: In the international economic sense.

Mr. CRERAR: Yes, as my hon. friend says, in the sense of our economic relations with the United States. When we get tourists to visit our parks we are exporting scenery, and it is good business as rapidly as we can to provide facilities that will attract them to this country and induce them to stay as long as they reasonably can. That business is valuable to Canada, but I am firmly convinced that if we are to develop it one of the first considerations is the matter of dustproof roads from the United States into our Canadian parks. I realize as much as anyone in the house does the limitations, owing to our heavy expenditures in other directions, but I hope to work out a sensible plan whereby we can spend a certain amount each year and spend it in the most effective way. I would certainly welcome suggestions from any part of the house as to how that can best be done. My hon. friend from Souris (Mr. McDonald) referred to the peace garden which lies in his constituency. That is a matter of the first importance. The peace garden symbolizes a state of international amity between Canada and the United States that is one of the finest things we can contemplate. There is no provision in this vote for roads into the peace garden, but the completion of the road commenced last year is to be provided for in the projects that are being arranged for between the government of Manitoba and the Department of Labour. That I know has been the subject of discussion between representatives of the Manitoba government and the Minister of Labour.

Mr. MacKINNON (Edmonton): The discussion that has developed has grown out of the consideration of an item for furthering the construction of the Big Bend portion of the trans-Canada highway along the Columbia river. A large number of the people of the prairie provinces—the central and northern parts of the prairies particularly—have their eye on a highway which they want to see built to connect them with the Pacific coast, from Jasper, the centre of the great Jasper

national park. In this discussion I do not think it necessary to dwell on this natural ambition of the people of the prairie provinces, because we remember that the people who favour the construction of a highway from Jasper west to Vancouver recognize that it must link up with the highway in course of construction along the Columbia river. For that reason I am not pressing at the moment further consideration for the construction of a highway connecting Jasper along what is known as the Blue River route west from Jasper in the direction of Vanderhoof, south along the Canoe river or along the present right of way of the Canadian National tracks to a point on the Big Bend portion of the trans-Canada highway. That is a matter in which we are greatly interested in Alberta, in Saskatchewan and in the western provinces generally. I am induced to make these remarks particularly by reason of an observation made by the minister in referring to the motoring which a possible tourist would do in arriving at Banff. The hon. member who speaks on behalf of Banff may suggest that a highway is being constructed now from Banff to Jasper and that this will give us coast connections. That in itself will be a wonderfully scenic highway when completed, but in addition to that I would point out to the minister that we will request a highway west from Jasper direct to the main trans-Canada highway, along what is known as the Blue River route.

Mr. BROOKS: The minister a moment ago said that the national parks in Nova Scotia and Prince Edward Island would benefit the province of New Brunswick. I assume the idea is that it would satisfy New Brunswick. If that is the minister's opinion I wish to disabuse his mind at once because the people of New Brunswick would not be satisfied, nor would they be justified in being satisfied, with such an arrangement. There might be some benefit to the people of New Brunswick from a park in Nova Scotia and a little from a park in Prince Edward Island, but we would be only constructing roads for tourists to get to these other two provinces, and the amount of benefit to us would be very small. I hope that is not the intention of the minister; I hope the government does not intend to construct parks in the other provinces and neglect New Brunswick. If it is a matter of determining the site and the department cannot decide on a site I will willingly assist them. I think I could pick out one of the best sites in the province.