

*Trans-Canada Highway Act*

but I can assure the committee that with the demand for other services in Newfoundland \$18 million for road construction is a great deal of money especially when considered on a per capita basis.

In 1958, for example, the per capita expenditure on roads in Canada was \$45. The per capita expenditure in Newfoundland in 1958 was \$51. Certainly the roads in Newfoundland are just as important to that province as are the roads in any other province of Canada.

In this great country of ours we have many attractions for people who want to come as tourists from other countries and particularly from south of the border. They are attracted here by the scenery, the wide open spaces and the things that go to make up our tourist industry. I believe that if you are going to develop industry in an part of Canada the type of industry must be based upon the resources of that area.

In the maritimes there is certainly a tourist resource that can be developed but it will never be developed without the type of road over which tourists like to drive. I do not think for a moment that Florida became the great tourist resort it is because of its geographical position. I believe Florida is the great tourist resort it is today because the people who wanted to go to Florida, and particularly the people of the United States, were able to get there over the type of road which they demand.

We have, for example, the situation in the state of Maine. Maine in many respects is similar to the Canadian maritimes. Both the maritimes and Maine in the early part of the century had a fairly substantial ship-building industry and a large trade with the West Indies but the turn of the century saw both those industries decrease. Both areas have also witnessed the migration of a large percentage of their population west. There are indeed many similarities between Maine and the maritime provinces of Canada and yet the state of Maine has become the Florida of northern United States. This has come about largely because of the building of the Portland turnpike. The tourist traffic brought into the state of Maine because of the Portland turnpike last year was far greater than any of the sponsors of that highway had hoped.

I believe that such a highway going down through the maritimes and a similar type of highway across Newfoundland would bring into the Atlantic provinces a number of people that would raise the tourist industry there to the same level to which it has been raised nationally.

I say again that if you are going to develop industry in any part of Canada it should be based on the resources that happen to belong to that particular area. We should do what can be done to encourage the growth of the tourist industry in the maritimes. We in Newfoundland have not been able to avail ourselves of a large percentage of the tourist dollar but we believe that with an improved highway system and improved facilities for caring for tourists during their stay in the province and with the many attractions Newfoundland can offer we too could find a good deal of revenue in the tourist industry.

Another reason why further consideration should be given to the construction of the trans-Canada highway in Newfoundland is that this province has never received from the federal government the same railway services that have been received by the other nine provinces. When Newfoundland entered confederation in 1949 it brought with it its own railway which had been built and paid for. It is true that since 1949 the Canadian National Railways have spent a great deal of money improving the Newfoundland railway service and have done a pretty fair job, all that could be done with a narrow gauge railway. But we have never had any railway expansion or money spent on canals. The people of Newfoundland have not had the opportunity of deciding how to transport their produce, whether by rail or road. There was only one way in which it could be done. My own riding is an area of particular importance to Newfoundland with respect to agricultural products. These products have to be transported by C.N.R. at rates that are high and sometimes at rates that seem unfair. When the trans-Canada highway is completed these products can be taken from the farming areas to places where there is a higher density of population and where a good market could be found for the things which can be grown in this area.

I know that all I have said today has been said before. I know, too, that the minister is well aware of the situation that exists in Newfoundland. The hon. gentleman last year was kind enough to come to my province. I know that time did not permit him to visit my part of the country but when he makes his next trip I hope he will be able to come to the west coast of Newfoundland which is able to provide some of the finest scenery anywhere in Canada. I can assure him that if he comes he will receive a welcome that will be typical of Newfoundland hospitality, a sample of which he has already experienced, and we will show him a fine part of Newfoundland, one that I believe