

*The Address—Mr. Leboe*

newly constructed that a ribbon development occurs along the highway to take care of tourist traffic. The Hart highway is just such a highway. There is no telephone service for the ribbon development between Dawson Creek and Prince George.

Many of the telephone lines upon which the farmers in the district depend for communication in case of emergency and so on are in a bad state of repair. In my estimation, this should have been corrected a long time ago. However, I shall bring this matter to the attention of the various departments in due course with the necessary facts and figures in the hope that we will get somewhere.

Telephone service is most vital to many people in British Columbia, Alberta and throughout Canada, and proper telephone service can be most important for national defence purposes. While I am dealing with needs connected with defence I should like to refer to the fact that there is no highway through the Rocky mountains between the Kicking Horse pass at lake Louise and Pine pass west of Dawson Creek, a distance of some 600 miles. This is a situation which should be remedied at once. A highway west from Jasper, Alberta, to Prince George, British Columbia, would provide urgently needed protection for and access to the Pacific coast. As such a highway is most essential for successful defence I think it involves federal attention and action. I am sure that a casual glance at the map would convince every hon. member of this house that this highway is a "must".

This would also afford an opportunity to help out thousands of people while taking care of a dangerous situation in the event of a national emergency if war should involve the west coast of Canada. British Columbia, with only a population of 1,200,000, has as many miles of highway as the combined road mileages in the states of Washington, Oregon and the northern part of California. Many miles of these roads require rehabilitation and rebuilding in order to meet the demands put upon them, and it can readily be seen that a highway from Jasper west will have to take its place on the priority list from the provincial point of view. Because of the cost involved it may remain on that priority list for some years.

This highway would be an arterial trans-provincial highway to the north. Since the federal government have arrogated to themselves such a large portion of the tax field it is felt strongly in the west, and no doubt in the central and eastern parts of Canada as well, that there should be federal participation in all highways classed as arterial. It

[Mr. Leboe.]

is hoped that the committee on northern development will study the situation carefully, and here I am making reference to Bill No. 6.

While I am speaking about highways I should like to direct the attention of the government to a situation which has arisen in my area largely because the people concerned used very poor judgment and failed to keep in mind the needs of the people. There is one thing in government which we should never forget, and that is the needs of the people. A ridiculous situation has arisen where the right of way of a provincial road has been taken over by the Department of National Defence. The department then built what they termed an access road on the same location. The old road, while not a first-class highway, was a usable and serviceable road. In its place today we find that we have a road on which two trucks cannot pass. May I repeat? The old road, while not a first-class highway, was a usable, serviceable road. In its place today we find that we have a road on which two trucks cannot pass.

It is apparent that in taking this action no regard has been had for the use of the taxpayers' money and to see that they got the most for their dollar. Why should the Department of National Defence put a 16-foot top on a road, simply because it suits the department's needs, and ruin the road for the use of the people?

While on this subject I should like to deal with another situation which is quite serious and which has to do with co-operation between the Department of National Defence, the Department of Public Works and the provincial government. I refer now to the piece of the Alaska highway between Dawson Creek and Fort St. John. That is a wonderful gravel road but the traffic is very heavy. During nine months of the year the people using this road must travel continually in a cloud of dust which creates a very dangerous situation. I cannot vouch for the figure, but I have been given to understand that the maintenance of the Alaska highway runs to between \$8 million and \$10 million a year. If the Department of National Defence and the provincial government would get together and black-top this road it would save money for the people of Canada as a whole and do away with a terrible hazard which now exists because of the amount of traffic going up and down the Alaska highway.

I do not know how many hon. members have travelled over the Alaska highway and witnessed the traffic there, but any who have will know what I am talking about.