

*Supply—Interior—Parks*

California and proceed to Vancouver, the conditions are different. It would take them two or three days to get to Banff from Vancouver by road, but many of them would travel that road if it were completed. It has been estimated that the completion of this road will attract from 15,000 to 20,000 tourist cars per year. On the other hand, many of these tourists visit the United States parks in Montana immediately south of the Alberta boundary.

Mr. BENNETT: They come in by Waterton park.

Mr. CRERAR: If we had sufficient funds we could build roads into all these parks, as has been suggested, but I recognize the importance of the point raised by the leader of the opposition (Mr. Bennett). If you once begin to build roads from the international boundary into these parks it would be difficult to stop unless you wished to be charged with discrimination. On the other hand, there are certain circumstances that vary the conditions. Take the Riding Mountain national park, for instance in Manitoba. With the exception of a portion of the trans-Canada highway and the road leading from Winnipeg south to Emerson Junction, and some mileage east and north of Winnipeg, all our roads are gravel roads. The roads in Dakota are also of this type.

Mr. BENNETT: Manitoba roads are better.

Mr. CRERAR: The roads in Dakota are gravel and I believe they are inferior to the Manitoba roads. A tourist might arrive from Fargo or some point even further south and then decide to visit Winnipeg. He might then inquire as to parks and be informed of the Riding Mountain park, which he could visit. All this time he would be travelling over the type of road with which he is familiar, at least no worse and in many cases better than the roads in his own state. In my judgment this is the explanation for the large number of American cars which come into Riding Mountain park.

Mr. BENNETT: How many went in there last year?

Mr. CRERAR: I am told that over 100,000 tourists registered into the park. A large number of these would be Canadian, but many were American. This condition is changed completely when you consider the Banff park.

Mr. BENNETT: What number entered Waterton Lakes park last year?

[Mr. Crerar.]

Mr. CRERAR: I have not that information at the moment, but perhaps I can get it.

Mr. BENNETT: I was just curious about that.

Mr. CRERAR: Undoubtedly a road from Kingsgate into Banff would attract a lot of tourists from the south, because Kingsgate is only a little west of the Glacier national park.

Mr. BENNETT: Is the road into Kingsgate hard surfaced?

Mr. CRERAR: You mean from the United States?

Mr. BENNETT: On the United States side.

Mr. CRERAR: It is not completed, but my deputy informs me that it is being hard surfaced.

Mr. BENNETT: The last time I was over it it was the same as ours.

Mr. CRERAR: A tourist might decide to go from Kingsgate to Banff, or, if the Jasper road was completed, he could go on to Jasper. He could then come out by Edmonton. The chances are that after visiting Banff or Jasper he would go down through Canada and back home. I certainly do not want to make a mistake in judgment in connection with this matter, as it is important, but I am rather intrigued with the notion that if our roads were dustproofed from Kingsgate to Banff and from Banff to Calgary and down into Waterton Lakes park, a large number of American tourists would be attracted to Canada. They would have to travel considerable distances through our country. I do not wish to create the impression that there is any thought of abandoning the Big Bend road. At the moment it is merely a question where you can spend what money you have and obtain the best results, and I can assure the committee that that is the basis upon which this whole matter is being considered. I intend to discuss the question with the representative of the British Columbia government, who I understand is in the city at the present time, though I have not seen him. In the correspondence exchanged last year between the federal government and the government of British Columbia with respect to the completion of the west leg of the Big Bend highway, the suggestion was made to the province that the road from Kingsgate to Kootenay park should be properly maintained, and the British Columbia government gave a commitment, though a rather indefinite one, as to