

Supply—Resources and Development

to carry it. My information is just the opposite to that, and it comes from a very reliable source. My information is that it is the policy of the government. In fact the statement was made in the public accounts committee a few days ago that it was the policy of the government to prohibit truck traffic in the national parks. Of course that is right along the line of closing the national parks to trucks. I am going to take the minister's statement as the truth. I hope it works out that way, though I am still a little sceptical, not of the minister's statement but of the policy of the government. After this highway is completed I hope the minister will see to it that trucks are allowed to pass through our national parks.

Mr. Smith (Calgary West): Following that same line, going out the west gate the highway goes around Big Bend, and it is purely a gravel road. Certainly from personal observation I would agree with those who believe it is not ready for heavy freight yet. But that is not what bothers me at the moment. Here we have an expenditure of \$10 million with respect to parks. It may be that I have missed the boat under item 366. I was referring to the details on page 250, where these million dollar expenditures are shown, and we have not heard a word about them yet. However, if that section has been passed I accept the fact and am not going to ask for any favours.

Now we are dealing with item 367, which provides \$25,000 for surveys of the route. I will leave the other matter as my own misfortune, but dealing with this item of \$25,000 I should like to know where it is intended to spend that money, in view of the fact that the route of the trans-Canada highway through Alberta and British Columbia has been agreed upon. Where and how are you going to spend \$25,000 on surveys for a road which is now very well established?

Mr. Winters: This amount is to cover location surveys for the road through our national parks, not through the provincial areas of Alberta or British Columbia. It is not at all certain that the present route of the highway through those national parks is the best, and it is proposed to run location surveys to determine whether the trans-Canada highway should be relocated through the national parks or whether the existing routes are the best available.

Mr. Smith (Calgary West): Let us take the route from the east gate, which is in the neighbourhood of Campbell. That has been altered. Then take the route west from there. I happen to know that country rather well, and I was wondering if the minister

[Mr. Johnston.]

could tell me where it was contemplated that this surveying would be done within the park. I am not speaking of what may happen outside the park, but I would like to know where you intend to spend this money, near what town or place?

Mr. Winters: The survey parties are not going to be tied to any location. Their instructions will be to go in there and make location surveys, to survey the general area and find out what would be the best route for a road. That is common practice.

Mr. Smith (Calgary West): That is rather overdoing it, is it not? These survey parties have gone through there time and again; and I can assure the minister that the route within the park is well located at the present time. As a matter of fact the western end was rebuilt within very recent years; that is the approach into Lake Louise from Banff.

Mr. Winters: It may very well prove to be the best route.

Mr. Smith (Calgary West): I am sure it is, and my opinion will not cost \$25,000.

Mr. Byrne: I am quite familiar with the area in question, and I am quite sure that if these surveys are made as cheaply as the pipe line surveys were made, for instance, the whole of this \$25,000 will not be required. However, that is difficult terrain, and this survey will require a considerable time. With the river and gorge—

Mr. Smith (Calgary West): There is no gorge.

Mr. Byrne:—it is going to be very difficult to properly survey a good route. However, that is not what I intended to deal with. There has been some confusion with respect to transport trucks going through the park. Owing to my intercession last fall the department relaxed their restrictions on trucking to the extent that at the present time farmers are allowed to take trucks weighing up to three tons through the park. Then I have had assurances, and I know similar assurances have been published, that when the trans-Canada highway is completed transport trucks will be permitted to traverse that highway just as if it did not go through the parks. Everyone knows the federal government would not undertake these expenditures and then have trucks stopped at each gate of the park.

Mr. Black (Cumberland): The minister gave certain standard specifications for the highway. I should like to know the standard specifications for the right of way. Is it to be 100 feet or 66 feet?

Mr. Winters: The conference last December agreed that the optimum right of way would