

Mr. PHINNEY: The present indications are that the roads can be kept open from the 1st of June until the 15th of October, and no longer.

Hon. Mr. CRERAR: Has any estimate been made, Mr. Phinney, of the cost of maintaining the Alaskan Highway from Dawson Creek to the Alaska boundary?

Mr. PHINNEY: I do not think it has been broken down on that basis. We have a number of rough calculations made on a mileage basis, which might apply, but they vary a great deal with the systems on which they are worked out.

Hon. Mr. CRERAR: The army has taken over the maintenance of the road as I understand it?

Mr. PHINNEY: Yes.

Hon. Mr. CRERAR: It will have some estimate as to the cost. From my limited knowledge of the project there are two essential features: certain capital expenditures are necessary if it is to be a permanent highway. Many of the bridges put in by the United States authorities were of a temporary nature.

Mr. PHINNEY: Very much so.

Hon. Mr. CRERAR: And I understand that there are some places where diversions will have to be made in the road?

Mr. PHINNEY: Yes.

Hon. Mr. CRERAR: That would be a capital expenditure, but aside from that there is the maintenance of keeping the necessary amount of gravel on the road, dragging it and so on. I was anxious to get, if possible, an estimate of the cost of doing that work.

Hon. Mr. HORNER: I have seen those figures some place; they are available.

The CHAIRMAN: Have you not shown some figures in your statement here, Mr. Phinney?

Mr. PHINNEY: That is the Haines cut-off only.

Hon. Mr. CRERAR: I am not speaking of the Haines cut-off.

Colonel HANINGTON: The cost runs somewhere around \$1,000,000 a year. General Foster figures from the American data that once the betterment program of which you spoke is carried out, one could hope to maintain it below \$1,000,000 a year for the whole 1,200 miles.

Hon. Mr. HORNER: Would some of the cost be recoverable through leases and other sources of revenue?

Mr. PHINNEY: I have never heard any suggestions along those lines. The question has been raised as to whether it should be run as a toll road. It came more as an inquiry from the United States; however, I think the chief source of revenue will be derived indirectly from the sale of gasoline and similar sources of revenue.

Hon. Mr. HORNER: Who gives permission for the establishment of business along the highway?

Mr. PHINNEY: The Yukon territory itself. It is handled by the Department of Mines and Resources (Yukon Administration). Incidentally, the military restrictions in the Yukon have been rescinded and we have proposed to the British Columbia government that they consider removing restrictions as early as possible, and that they also accept the normal responsibility of a provincial government in the area through which the highway runs. They are prepared to assist in setting up tourist facilities as soon as the survey of the highway has been completed and they can then make arrangements to dispose of the land adjacent to it. At the present time you could not sell a piece of land because it cannot be tied on to anything.