



Canada. Parl. Senate. Standing
Comm.on Tourist Traffic, 1949.

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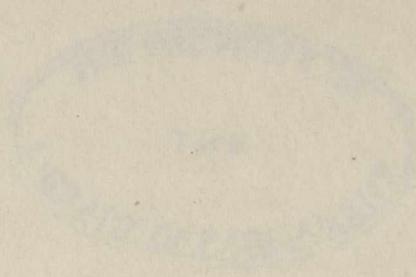
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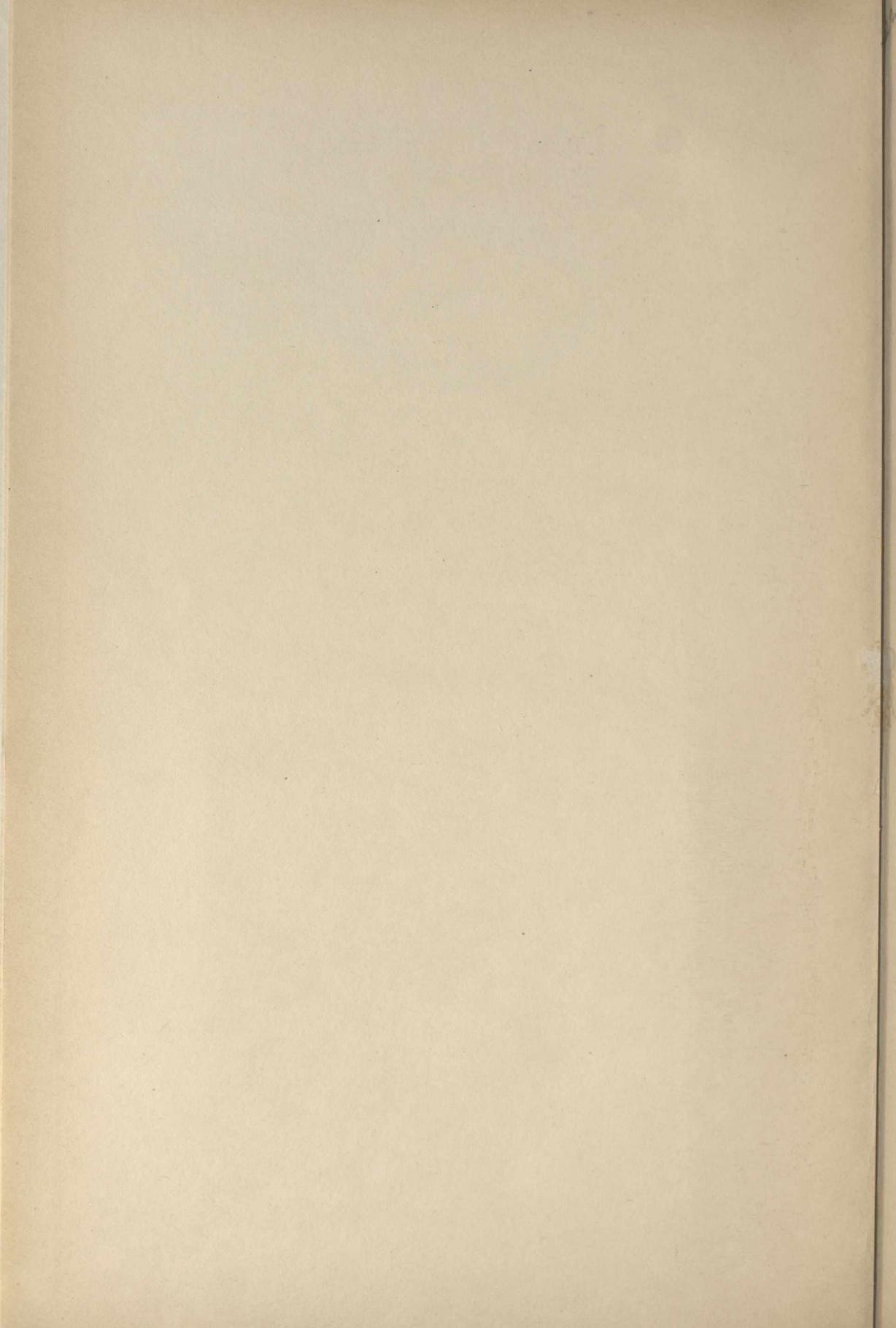
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1949

THE SENATE OF CANADA



PROCEEDINGS

OF THE

STANDING COMMITTEE

ON

TOURIST TRAFFIC

No. 1

MONDAY, MARCH 21, 1949

The Honourable W. A. Buchanan, Chairman

WITNESSES:

- Mr. Roy A. Gibson, Director, Lands and Development Services, Department of Mines and Resources.
- Dr. Harrison Flint Lewis, Chief, Dominion Wildlife Service, Lands and Development Services Branch, Department of Mines and Resources.
- Mr. James Smart, Controller, National Parks Service, Department of Mines and Resources.

APPENDIX "A"

Brief on The National Parks of Canada and Their Relation to the Tourist Industry.

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
CONTROLLER OF STATIONERY

1949

MEMBERS OF THE STANDING COMMITTEE ON TOURIST TRAFFIC

The Honorable W. A. BUCHANAN, *Chairman*

The Honourable Senators

Bishop	Dupuis	Murdock
Bouchard	DuTremblay	Paquet
Buchanan	Gershaw	Pirie
Crerar	Horner	Roebuck
Daigle	Mackenzie	Ross
Davies	McDonald	St-Père (22)
Dennis	McKeen	
Duffus	McLean	

MINUTES OF PROCEEDINGS

MONDAY, 21st March, 1949.

Pursuant to adjournment and notice the Standing Committee on Tourist Traffic met this day at 11 a.m.

Present: The Honourable Senators: Buchanan—Chairman, Bishop, Crerar, McDonald, McKeen, Roebuck and Ross—7.

The Committee proceeded to the consideration of the Order of Reference of 17th March, 1949, authorizing the Committee to inquire into and report upon the activities of the various agencies concerned with promoting tourist travel in Canada.

The official reporters of the Senate were in attendance.

Mr. D. Leo Dolan, Director, Canadian Travel Bureau, Department of Reconstruction and Supply, was present and it was agreed that he would be heard at a later date.

Mr. Roy A. Gibson, Director, Lands and Development Services, Department of Mines and Resources, was heard with respect to the program for improvement of the roads, camps and other services in the National Parks of Canada, and was questioned.

Mr. Gibson presented to the Committee a brief on The National Parks of Canada and Their Relation to the Tourist Industry, which was ordered to be printed in the record. (See Appendix "A").

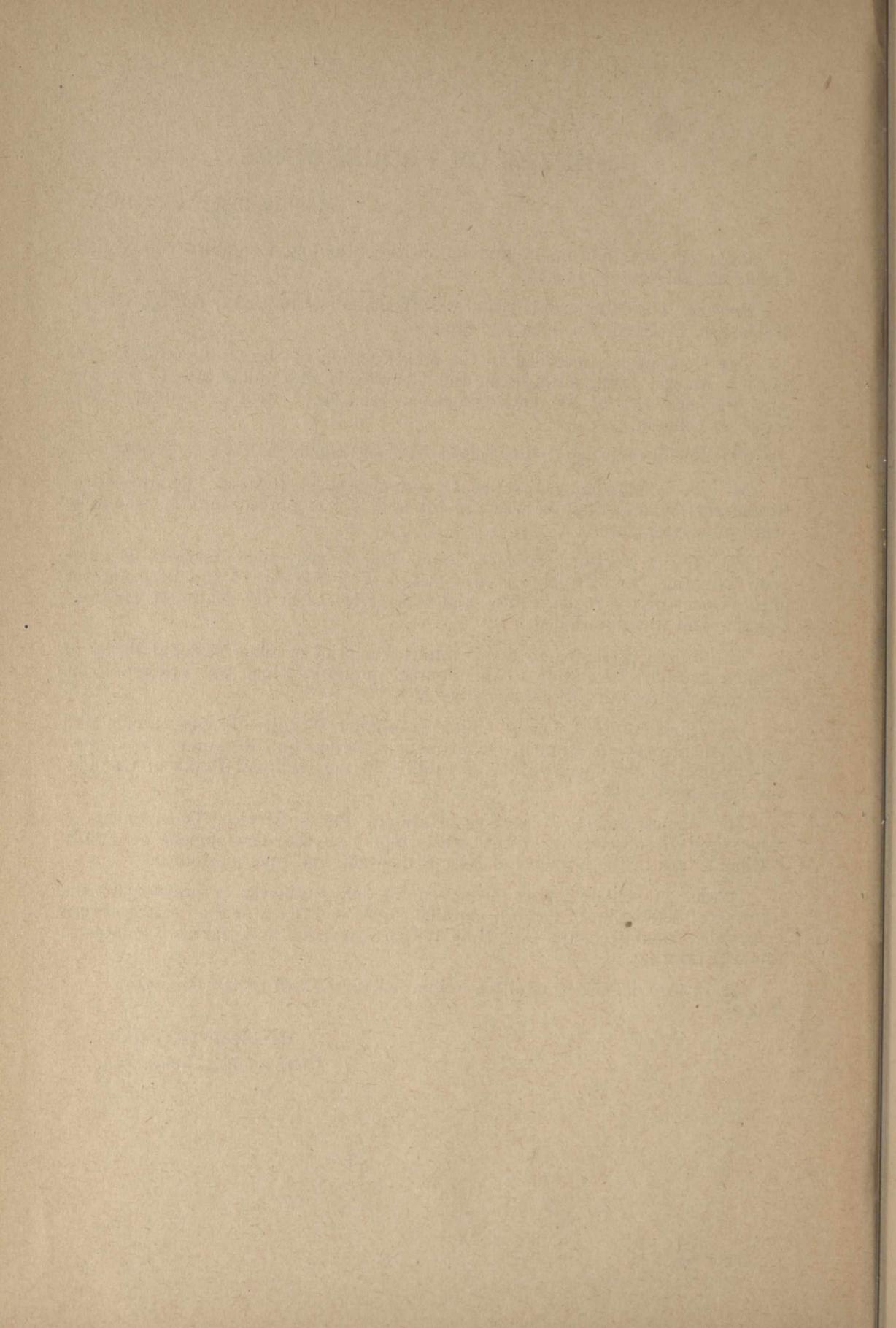
Dr. Harrison Flint Lewis, Chief, Dominion Wildlife Service, Lands and Development Services Branch, Department of Mines and Resources, was heard with respect to the conservation of wildlife in the National Parks of Canada, and was questioned.

Mr. James Smart, Controller, National Parks Service, Department of Mines and Resources, was heard with respect to the development of Fundy National Park in the province of New Brunswick, and was questioned.

It was resolved to report recommending that authority be granted for the printing of 800 copies in English and 200 copies in French of the evidence given before the Committee, and that Rule 100 be suspended in so far as it relates to the said printing.

At 12.45 p.m., the Committee adjourned to the call of the Chairman.
Attest.

H. ARMSTRONG,
Clerk of the Committee.



MINUTES OF EVIDENCE

THE SENATE

OTTAWA, Monday, March 21, 1949.

The Standing Committee on Tourist Traffic, which was authorized to inquire into the tourist business, met this day at 11 a.m.

Hon. Mr. BUCHANAN in the Chair.

The CHAIRMAN: Gentlemen, you will recall that when we met last week Senator McDonald suggested that today we take up a matter which he brought to our attention. Later on, for reasons which I do not know whether he will want to explain or not, Senator McDonald found that it would not be convenient to take up that matter this morning. A number of witnesses are present, including Mr. Dolan, the Director of the Travel Bureau, and Mr. Gibson, the Director of the Lands and Development Services of the Department of Mines and Resources, as well as a number of officials from the Parks Service. What order does the committee wish to follow with these witnesses?

Hon. Mr. ROEBUCK: Use your own judgment, Mr. Chairman.

Hon. Mr. BISHOP: I understand that Mr. Dolan came here expecting that the steamship question would be discussed.

The CHAIRMAN: Mr. Dolan, have you any statement to make to us?

Mr. DOLAN: No, Mr. Chairman. As I told Senator Bishop, I thought the matter of the Eastern Steamship Company was to be taken up this morning, and I came prepared to discuss that matter only.

The CHAIRMAN: But have you material on the operations of the Travel Bureau?

Mr. DOLAN: At the office, Mr. Chairman, but not with me.

The CHAIRMAN: That being the case, we had perhaps better delay hearing Mr. Dolan. I do not know whether Senator McDonald would wish to ask Mr. Dolan any questions about the steamship matter.

Hon. Mr. McDONALD: Mr. Chairman, I would prefer to delay that matter until our next meeting, when I think we should be able to get more information than we could get today.

The CHAIRMAN: Then if Mr. Dolan has no material on the operations of the Travel Bureau, we had perhaps better postpone hearing from him.

Mr. DOLAN: I could get that information in a short time from my office, if you wanted it this morning, Mr. Chairman.

Hon. Mr. McKEEN: If we are going to hear Mr. Dolan at a later meeting, why not excuse him this morning and take all his evidence at the one time?

The CHAIRMAN: Very well. Then we will release Mr. Dolan and call Mr. Gibson.

Mr. ROY A. GIBSON, Director, Lands and Development Services, Department of Mines and Resources: Mr. Chairman, as usual I have prepared a brief, and I thought that to conserve time I could leave this with the committee and make a general statement.

The CHAIRMAN: Copies of your brief have been distributed to members of the committee, I understand.

Mr. GIBSON: During the past year the attendance at the National Parks was the largest on record. We made more improvements in the parks than in any previous year since the parks have been in operation. Figures are given in the brief and it will be unnecessary to mention them now. The principal improvement is to the roads. We are setting the roads up for hard surfacing and doing this by the contract method. In years gone by we did our work by day labour, but for a number of reasons that was not feasible in the past year. Contractors had the equipment, there was a desire to conserve American dollars, we were not in a position to purchase equipment and we could not recruit the skilled staff to operate it. By engaging contractors on a cost-plus fixed-fee basis we have made substantial progress and we intend to continue by that method this year.

The chief difficulty that we experienced with our program last year was that it had been so long since we had made any major improvements to our highways that people who use the roads took a long time to realize that they would not be as convenient for travel while the improvements were in progress. However, our visitors from a distance accepted the situation quite philosophically, realizing that to get good hard-surfaced roads there will be a time when these roads are difficult to travel over. We learned a lesson last year about handling traffic on the roads. We found that it promotes better understanding of the situation to have a man right on the job handling traffic, and also to make sure that nobody gets bogged down because of the temporary state of the roads.

We have received from Mr. Dolan the comments of all the travelers visiting the national parks last year. We find the people are generally very pleased, but the road difficulty has been the chief concern; that is the reason I mention it at this time. We plan this year to build a little more road than we did last year, and there will also be improvements to the camp grounds which look after the overflow. One of our troubles in the parks is the lack of accommodation. It is a two and a half months' proposition in a great many of the parks, and the people cannot afford to spend money to build accommodation as rapidly as the need arises; consequently, the improvement of our camp-grounds provides excellent additional facilities for travelers. The overflow goes to the camp-grounds where visitors accommodate themselves comfortably and at very little expense.

The facilities for recreation are being improved. We are providing a recreational centre in Jasper, where there has been very little opportunity for recreation in the past. Bowling greens are being put in to take care of some of the patrons who are getting older and for whom the golf course is a little strain on the heart.

We have received great benefits from the advertising of the Canadian Travel Bureau. That includes a great many views of the park, and assisted greatly in the attraction of travelers from the United States. The facilities for recreation in the winter are being improved, and in some places, such as Banff and Revelstoke, the tourist season is being lengthened by these winter recreational facilities. The attractions in the park are as great as ever. The forests have been protected adequately. Fortunately, we have had good seasons, there has been plenty of rain at the time of the year when the hazard is usually greatest. In some instances this is a little hard on tourists, but it does make the protection of the forests simpler.

The game is very abundant; in fact, we have been able to supply provincial government areas with surplus game from our national parks. The game in the parks is managed under the most modern methods; we conduct scientific investigations and act on the recommendation of scientists.

I have with me today Mr. Smart, our controller of National Parks Service, and Dr. Lewis, head of the Dominion Wildlife Service. If there are questions anyone would like to ask about our work, we should indeed be glad to answer them.

The CHAIRMAN: Mr. Gibson, what is the system of registration in the western parks? Does every person who goes into the park take out a licence in some form?

Mr. GIBSON: Right.

The CHAIRMAN: That is all right for the person who enters the park only once during the season, but what happens if a man re-enters the park? Does he register the second time?

Mr. GIBSON: He would not actually take out another licence, but they would register him coming through; that is done in order to know the number of visitors coming in.

The CHAIRMAN: There is no duplication in the registration, as far as you know?

Mr. GIBSON: No, there is not.

The CHAIRMAN: I should like to ask you, Mr. Gibson, about the roads. When you spoke of roads you referred to those in the parks.

Mr. GIBSON: Yes.

The CHAIRMAN: What about the roads entering the park? Have you proper roads going into most of the parks? For instance, have you any hard-surfaced highways? Of course you have into Banff from Calgary, but what about the other parks?

Mr. GIBSON: Mr. Chairman, I think that last year was probably the worst year for the approach roads to the park. The roads in southern Alberta were in terrible condition. There again we must be generous with the provincial authorities, as we expect them to be generous with us. The roads were then under reconstruction and there was ample evidence that they intend to improve these roads. The tendency on the part of our parks organization is to emphasize the necessity for improving the roads that go from the international boundary to the park. Other people stress the trans-Canada highway. We believe from what we have seen that the provinces are improving these access roads. I take it that is the reason they urged the Dominion to do more in the field of trans-Canada highways.

Hon. Mr. McKEEN: I note from your brief that a chairlift was built by a private club at Banff Park. Was any assistance given to the enterprise by your department?

Mr. GIBSON: We actually collect a certain amount of revenue on the enterprise; we do not give any financial assistance.

Hon. Mr. McKEEN: You arrange a lease for the area over which the chair goes?

Mr. GIBSON: That is right, and the commissionaire contributes a certain amount. It is not a large amount, but as business gets good—

Hon. Mr. McKEEN: It is on a percentage basis?

Mr. GIBSON: Yes.

The CHAIRMAN: Is it proposed that the trans-Canada highway will go through the Banff National Park? What about heavy traffic of buses and trucks going through the park?

Mr. GIBSON: Mr. Chairman, we have never been able to make our roads wide enough to be safe for the operation of big trucks at the time people are there in the tourist season, and consequently we have refused to give them the right to operate through the park. Of course they may come into the park with supplies

for people who are there, but they cannot use the park as a through highway. Nothing would please us better than to have the park roads wide enough so that all sorts of traffic could go through. It is going to be very difficult because, as you know, park roads are very winding, and you can do nothing about it; it is not like the prairie where mile after mile is straight. These park roads wind through valleys, and are not wide enough to be safe for the big freight-hauling trucks.

The CHAIRMAN: You do not object to the traffic provided the roads are wide enough and safe enough for its operation?

Mr. GIBSON: That is so. We would not like to encourage it; on the other hand, one cannot sit astride the trans-Canada highway and make a bottleneck of it.

Hon. Mr. McKEEN: I take it that if the trans-Canada highway builds through the park it will be wide enough for trucks?

Mr. GIBSON: Certainly.

Hon. Mr. McKEEN: It would not be narrowed down in one spot; that is, if it goes through the park, it will be the same width as anywhere else.

Hon. Mr. CRERAR: In that regard, Mr. Chairman, there is not only a question of the width of the road in parks, but the strength of the road. If we make it unlimited as to the weight of trucks that may go through, then we have to completely revise the standards on which roads in the parks have been built in the past. It is the business of the provinces to build the ordinary roads; inside the parks the Parks Administration and, through them, the federal government are responsible. But if you take Banff National Park as an illustration, as I recall, we would have from the eastern boundary of the park to the western boundary of Yoho Park down beyond Field.

Mr. GIBSON: That is right.

Hon. Mr. CRERAR: What distance would that be? Fifty miles?

Mr. GIBSON: About eighty-five miles.

Hon. Mr. CRERAR: About eighty-five miles of road that we would have, taking Banff National Park as an illustration, from the eastern boundary of the park to the western boundary of Yoho Park. I repeat that if we are going to have a road that will carry ten-ton trucks, then not only will we have to have a wider road but we will have to have a much heavier traffic road; and we get no revenue from it, I believe. Do we get revenue from the gasoline taxes in the park?

Mr. GIBSON: No, we do not.

Hon. Mr. CRERAR: That goes to the province?

Mr. GIBSON: That goes to the province.

Hon. Mr. CRERAR: The gasoline tax on gasoline sold in the park goes to the province. The licence fees for the trucks and the cars go to the province. So that for this particular service that we might render to trucks going through the park we get no revenue except a share of the licences for local vehicles in Alberta parks.

Hon. Mr. McKEEN: The same thing is true if the Dominion government contribute anything to the park highways through there; the gasoline is not sold by the government; the province keeps the revenue just the same. So I take it that in the parks the only change would be on that road which would be the main highway, that they would not need the right to go on these side roads.

Mr. GIBSON: No.

Hon. Mr. McKEEN: Certainly as far as the strength of the road is concerned, if they build this Canadian highway they must have it strong enough in all its parts.

Mr. GIBSON: Yes.

Hon. Mr. McKEEN: And the mere fact that it goes through the park won't make any difference to the traffic. The only thing I see as regards trucks is that you may have to have some safeguards because in the parks you might have some game straying on the highway; and there are the playgrounds also to be considered. In Yellowstone National Park they have warning signs about game coming out on the road and causing congestion all the time.

Hon. Mr. CRERAR: I do not know to what extent the Parks Administration should be asked to stand the expense of building a road for purely federal purposes.

Hon. Mr. McKEEN: They would not expect the Parks Administration to build the Trans-Canada highway through the parks, would they?

Hon. Mr. CRERAR: The Parks Administration?

Hon. Mr. McKEEN: Yes.

Hon. Mr. CRERAR: Of course. The federal government would have to pay it, through the Parks Administration.

Hon. Mr. McKEEN: It might be done through them, but if they did it through them they would give them an extra grant, I suppose.

Hon. Mr. CRERAR: I don't know. It is an interesting question. Personally I would like to see the roads through the parks improved, hard-surfaced, and get away from the dust and gravel nuisance. But that is not for the purposes of aiding the transportation of freight through the parks, but for the purpose of inducing people to visit the parks and enjoy them.

Mr. GIBSON: Mr. Chairman, if the Trans-Canada highway goes through Banff and Yoho National Parks the Parks Administration will retain the control of traffic in the park areas, and will impose whatever speed limits or other safeguards are necessary.

The CHAIRMAN: Well, could you prevent certain types of traffic going through the park?

Mr. GIBSON: That would not be our idea, but they would have to travel under safe conditions. If there were parts of a park where they should travel slowly we would have to indicate them.

The CHAIRMAN: My reason for asking the question is that I understand the decision has actually been reached that the Trans-Canada highway is to go through Banff National Park, over the road to Revelstoke, and that the British Columbia government has agreed to that; and I understand the compromise in Alberta is for that highway. That is the reason I brought up the question as to the movement of heavy traffic on that highway through one of our principal parks, for which we would certainly require a great improvement in roads, and I think it would be a menace to the tourist business in the park. That is my own view.

Mr. GIBSON: Well, as I have explained, we have prevented the travel of trucks through the national parks because we did not think that the road was safe for that traffic; that is, safe not only for the trucks but safe for the other people who would be travelling over the road. There have been surveys made to determine the nature of the road that should be built to make it reasonably safe for that kind of traffic. Some of those surveys indicate that if it was a four-lane highway, and at places a double highway, it would be very expensive; but that has got to be faced in connection with this new Trans-Canada highway.

Hon. Mr. McDONALD: Would the most direct route take you through the national park, through the seventy miles that you spoke of a moment ago?

Mr. GIBSON: Mr. Chairman, I know that this has been discussed by the provincial representatives with the authorities here, and certain news releases have been given out indicating that the planned route of the road is by way

of Calgary, Banff, Field, and out that way. We have received no official notification of that in the department. All we have done so far is to say that if the road is going through the park we want to know about it in plenty of time so that we can say something about the conditions under which the road should go through the park.

The CHAIRMAN: As a matter of fact there are three proposals for the Trans-Canada Highway. One, through Edmonton, the Yellowhead Pass, down to—what? Kamloops? And another is the southern route, from Medicine Hat to Lethbridge, the Crowsnest Pass, East Kootenay and West Kootenay; and as I say, an announcement has been made—I think it is official, but we will say anyway that it is semi-official—that there be a compromise by going through the Banff National Park through what they call the central route. That is the reason I bring up this question of heavy traffic going for many, many miles through our park areas. Not only do I consider it a menace by reason of the heavy traffic itself, but also there is the expense of putting these roads into shape to carry that heavy traffic; while on the other routes proposed they serve the existing communities, a lot of that traffic goes through there anyway, and in time there will be hard-surfaced roads, and they are the most suitable to carry that kind of traffic. I do not like the idea of this through heavy traffic going through one of our finest park areas.

Hon. Mr. McKEEN: I think probably the purpose of Senator McDonald's question was one which I have been thinking about: is there a route from the point of entry to the point of exit of the park that will be shorter than the eighty-five miles, that would be a direct route through there, such as you would have for a through highway, rather than one you would have for a park highway, where you would want to see the scenic attractions?

Mr. GIBSON: This is the most scenic route.

Hon. Mr. McDONALD: And that is the shortest route?

Mr. GIBSON: Yes, that is the best route. It is the only route that could be provided there.

Hon. Mr. McKEEN: That is, if you go through the park.

Mr. GIBSON: Yes, through Banff and out through Yoho Park.

Hon. Mr. McDONALD: Mr. Gibson, can you tell us about the White Mountains? There is a main road leading down from there, is there not? Do they have any trouble in properly safeguarding the park's interests?

Mr. GIBSON: From conversations that we have had with the Americans about road building I know that this is one of their headaches, just as it is one of ours. In dealing with park areas we have to keep in mind that the welfare of the Dominion must be conserved as well as the welfare of the tourist industry and of those who wish to make their holidays in the parks. It has been our attitude latterly to try to prevent park interests from conflicting unduly with other legitimate interests. It is not that we want commercial activities to invade the parks, far from it, but for instance where the park sits on the Trans-Canada Highway we cannot very well say that we will not allow the highway to come through the park. The building of the Trans-Canada Highway through Banff Park and Yoho Park will no doubt bring certain problems into those parks that otherwise would not arise. At the same time it will probably help to move some types of the products of our country more easily.

Arguments have been advanced that the policy we pursue at present because of the necessity for safety is actually operating against certain industries that have been established in our country, not only in Alberta but in British Columbia. It is said that we should take a tolerant view. We have not been able to do that, because of the fact that we could not build the road wide enough

or, as Senator Crerar says, to specifications that would guarantee safety. It is going to be an expensive business to build the Trans-Canada Highway to safe specifications through Banff and Yoho Parks.

Hon. Mr. McKEEN: What about Highway 10 going through Riding Mountain Park? I would take it that that is going to be a main highway.

Mr. GIBSON: A main highway, yes, sir. It is not as difficult building a road in Riding Mountain Park as it is in Banff and Yoho Parks, although it is difficult enough. We are trying to build that road so that it will be safe for the traffic that will use it. Fortunately there is not so much trucking through there as there is bus traffic, and the bus people are keenly alive to the necessity for safe operation.

Hon. Mr. McKEEN: Who is paying for that?

Mr. GIBSON: At the park gateway they pay a fee.

Hon. Mr. McKEEN: But I mean, who is paying for the road, the Dominion or the province?

Mr. GIBSON: The Dominion Government.

Hon. Mr. McKEEN: There will be a realignment of the present road through the park?

Mr. GIBSON: Well, it follows pretty much the original line.

Hon. Mr. McKEEN: But there are deviations in some places?

Mr. GIBSON: Yes, that is right.

The CHAIRMAN: Do you know whether commercial traffic is allowed through Yellowstone Park?

Mr. GIBSON: I am not familiar with their traffic problem, Mr. Chairman. Of course, the individual states have a say in the regulation of motor traffic. Each state can charge its own rates for travel.

Hon. Mr. McKEEN: I went through there last year. The big buses go through there but I could not say whether the freight buses do. As Mr. Gibson says, the individual states can make their own charges. I know that one of the states, either Virginia or one of the Carolinas, passed a bill which put a tax of 5 per cent on the pay-load, and they charge on the basis of the mileage through the state. For example, freight originating in San Francisco and going through to Washington would pass through there and the buses are required to stop and have their invoices checked. Then a charge is made on the percentage basis; that is the state takes its percentage of the amount collected by the trucker, the state's tax being computed on the number of miles that the truck runs through the state. A lot of truckers were by-passing the state, but the main highway happens to be through there and the state is making enormous collections.

Mr. GIBSON: Of course in the United States there are a good many main highways that do not go through parks at all.

Hon. Mr. McKEEN: I am not suggesting that the trucks should be taxed in this way at the entrance to our parks. Do not think that.

The CHAIRMAN: This question of building the Trans-Canada Highway through one or two of our best known parks is an important one, and I think we should get as much information as we possibly can about it. I do not like the idea of a lot of heavy traffic moving through a great deal of the parks area when there are available routes that would serve settled communities for the carriage of traffic to the same destinations that would be reached through the parks. What do you think about this, Senator Crerar? You are familiar with the set-up.

Hon. Mr. CRERAR: It seems to me the problem is a bit involved and difficult. Nearly 20 years ago the route through Banff National Park was assumed to be the route of the Trans-Canada Highway, and along about 1933 or 1934 the Federal government undertook to build what was known as the Big Bend Highway. That was just a big loop between Golden and Revelstoke, the only available route unless a mountain was tunnelled. Well, I think I am correct in saying that today a car going through from Ottawa or Winnipeg or any intermediate point to Vancouver would have to use that route. That is, it would go through Banff and Yoho National Parks for 85 miles, and then into the province of British Columbia along this Big Bend Highway to Revelstoke, and from there by roads, some good and some indifferent, down to Vancouver. The Federal government gets little revenue from roads through the parks, and the point that concerns me is whether it is fair for the Parks Administration to have to bear the expense of building not only wide roads but roads heavy enough to accommodate heavy bus and freight traffic.

A question that one of these days will probably have to be tackled a little more vigorously than it has been, is the extent to which public money should provide a high-standard highway for people to make earnings out of passenger traffic and freight haulage. A comparable instance is that of railways. True, they received assistance in some cases from governments, but in the main they had to bear the expense of building their own railway lines, for their method of transporting passengers and freight. Now if the highways are to be built at the taxpayers' expense in order that bus companies and freight-moving trucks may use the highway for their benefit, then there is a nice question of how far the public should go, particularly through parks. That was a point I was trying to make, perhaps rather clumsily, a little while ago. Apparently from what Senator McKeen says, there is a practice in some parts of the United States of making an assessment on the volume of passengers and freight that is carried through a certain area. That might have some merit here. My point is that if we have to provide park roads—and if we do it with Banff we will have to do it with other parks—for carrying heavy buses and freight-hauling trucks, we will be only commencing expenditures. The original purpose of these parks was to provide places for recreation. The building of modern highways would mean, I anticipate, that the secondary roads would be left in rather poor condition in order to concentrate on the larger expenditure for the highway carrying the heavier traffic.

Hon. Mr. McKEEN: That is the reason I suggest that the same people who pay for the rest of the trans-Canada highway should pay for that part which goes through the parks. In other words, in Alberta, the government bears a proportion of the cost and the federal government pays the balance; they should take the highway right through the park. I do not say that the control of the highway in the park should be taken away from the park authorities; the patrolling of the road for safety purposes should be left in the hands of the park authorities; however, the cost should be borne by the same body who builds the highway in the province where the park is located.

The CHAIRMAN: And that body should maintain it too. It must be remembered that the road will have to be maintained the year around, winter and summer, spring and fall. It would be an expensive proposition to maintain it in the winter time.

Hon. Mr. McKEEN: The revenue derived from the operation of trucks by way of gasoline tax is, in our province, fairly high; the licence for the carrier is also quite expensive. That revenue is received by the provincial government, representing the seven-cent gasoline tax and the licence fee, and the parks board does not get a dime of it.

Mr. GIBSON: Mr. Chairman, I do not think there will be any trouble concerning the financial arrangements of the trans-Canada highway being kept separate from the funds for other roads. One matter that has concerned us a little, though it has not reached any definite stage, is the suggestion in the newspapers that British Columbia should not be expected to keep up the road which Senator Crerar referred to, around by the Big Bend of the Columbia, but instead we should be required to build a park road through Glacier National Park. Now the road around the Big Bend, as Senator Crerar will remember, was undertaken partly because it was more feasible, and partly to avoid going through the Glacier National Park, which is a large area in a natural state. It is one of our nature reserves, and we would have strong views about putting that route from Big Bend through Glacier Park. As Senator Crerar has properly said, it is a most difficult country to go through. From our point it constitutes a nature reserve which we wish to protect as such.

Hon. Mr. BISHOP: Is there any estimate of the proportion of tourist traffic coming into the park as compared to that going to other resorts?

Mr. GIBSON: We have not made a comparison as to what the proportion is, or what ratio it would bear to the larger compilation for the whole Dominion. Mr. Dolan has stated, as have many others who are interested in the tourist traffic, that the parks are our greatest tourist lure. The attendance is limited because we cannot provide accommodation for more; we could get considerable more people if we had the accommodation for them. Our great attraction is, of course, the parks which are largely nature reserves. There are many American scenic areas where industry has been allowed to invade the territory, and where they have artificial lakes and other made scenery. The Americans do not need to go far to see that type of park, but they will travel a considerable distance to see great natural reserves such as we have in our parks.

Hon. Mr. McKEEN: Why was there such a big drop in the number of people who visited Waterton Glacial area last year.

Mr. GIBSON: It was because the roads in southern Alberta were appalling.

The CHAIRMAN: Perhaps I can answer that question better, as I live in the park. It was almost impossible for me to get down there comfortably last year, because of the condition of the roads. The American Tourists usually come through that way and go up to Banff and Jasper, but the roads were so bad that the traffic was diminished.

Hon. Mr. McKEEN: The road must have been repaired to Banff because I see that its attendance jumped nearly 60,000.

Mr. GIBSON: The visitors came in another way. They can come in from the west to Banff, from the east or from the south; it was the southern route that was difficult.

Hon. Mr. McKEEN: There was some talk about a road to be built into American territory, and the American government was going to cede some lands for that purpose. Do you know whether anything was done on that project?

Mr. GIBSON: That was one feature introduced in connection with the trans-Canada highway, but I do not know the details.

Hon. Mr. McKEEN: There was a 60-mile stretch that the American government was asked to cede to the Dominion of Canada, in order to save a good deal of time and money on that road. It was near Nelson, was it not?

Mr. GIBSON: Yes.

Hon. Mr. McKEEN: But nothing was done about it?

Mr. GIBSON: No settlement.

Hon. Mr. McDONALD: May I ask, Mr. Gibson, if the parks commission, or any other branch of federal service, has taken any interest in the proper marking of historical sites, of which we have so many, or is that left to the provinces?

Mr. GIBSON: Mr. Chairman, there is a board called the Historic Sites and Monuments Board, consisting of eminent historians representative of every province in the Dominion, and under the chairmanship of Dr. Webster, whom you probably know. The Board recommends to the government the areas which are of national importance and should be marked as historic sites. It also recommends the names of some outstanding people, mainly those who have passed on. The same attention is given to marking the places with which their names are identified.

Hon. Mr. McDONALD: I was aware of that; but do you take any interest in the road signs to point these out?

Mr. GIBSON: Yes, we do. As you know, most of the cairns are along the road sides. Or sometimes we ask the provincial people to put a sign a little in advance of where one will encounter the cairn, saying that in so many yards there is a cairn; and sometimes, when it is important enough, we put out a direction sign ourselves; but as a rule highway matters are controlled by provincial governments, and they put up their own signs. We put up the cairns and maintain them.

The CHAIRMAN: Any other questions of Mr. Gibson?

Hon. Mr. ROSS: Is there any provision being made for further accommodation at Banff, for instance, during the coming season?

Mr. GIBSON: Mr. Chairman, in Banff during the last year we were able to convert, as accommodation for people in the lower income brackets, a number of buildings that were formerly on the prisoners-of-war camp at Seebe. We moved them up in the winter time, divided them in half, fixed them up a little, and invited returned soldiers who had had some training in that sort of thing to take them over and run them; and we have found that these places were filled every night last year.

The CHAIRMAN: Did you impose a very light charge?

Mr. GIBSON: They rent for a dollar and a dollar and a half a night per person. They were very well patronized and the people were very well satisfied. We have not any funds in this year's estimates to extend that, but we did manage to get \$100,000 for trying the same thing down in the three Maritime parks. We are going to see how it works down there and evolve some sort of policy out of that. We will build on Prince Edward Island National Park, Cape Breton Highlands National Park and in the new national park in New Brunswick.

Hon. Mr. McDONALD: Are you any nearer the annual question of getting the province to co-operate in having the park at Blomidon proceeded with in the near future?

Mr. GIBSON: As I was preparing for this meeting, sitting in the corner talking to Mr. Smart, he said, "I am sure you will be asked a question about Blomidon"; and I said, "Well, we have done our part; we have asked the province if they want to give us the area, and they have not replied."

The CHAIRMAN: Mr. Gibson, do you assist financially any approach roads to parks?

Mr. GIBSON: Not under the present policy. We have done it in the past, but not at the present time.

The CHAIRMAN: You are not doing it now?

Mr. GIBSON: No.

The CHAIRMAN: I mean, you would not assist the province of Saskatchewan in the construction of a hard-surfaced road to Prince Albert Park, or the Manitoba government to Riding Mountain Park?

Mr. GIBSON: Well, in justice to the province of Saskatchewan I might say that they have their highway almost to the park gate now. They have not got a hard top on it, but they have got it almost to the park gate now.

The CHAIRMAN: But they had a policy of that kind at one time.

Mr. GIBSON: At one time, yes. I think it is probably tied up with the Trans-Canada highway idea, that the provinces are building the north-south roads and the Dominion assisting in the Trans-Canada east and west.

The CHAIRMAN: Senator Roebuck had a suggestion about fish at the first meeting, but I was not able to get anybody on the subject of fish, but I have an authority on wild life here and I think he could probably give us some interesting evidence. He is an official of the Parks Service. We have Mr. Smart; we have some other officials of the department; we have this statement that has been submitted. I think that possibly in order to have the records complete we might place these statements in the report of the proceedings today, although they were not read to us, but they were submitted to us; and then, if there are any more questions you want to ask Mr. Gibson or any other officials of the department after that—it is 12 o'clock—we might have Dr. Lewis come before us and tell us something about wildlife in the parks. I understand he is not only acquainted with the subject of wildlife in the parks, but wildlife outside the parks.

Hon. Mr. BISHOP: That does not apply to the tourists, I suppose!—

Hon. Mr. CRERAR: Before Mr. Gibson leaves—just as a matter of curiosity: are you having serious trouble with the big cats—the cougars—in Banff and Jasper?

Mr. GIBSON: We have not had much trouble latterly. As Dr. Lewis will explain, we are keeping up a continuous survey of wildlife in the parks. This work proceeds just as quickly as we have the scientific personnel available. It might not be out of place for me to remark at this time that we have great difficulty in retaining the services of these trained scientists who assist with these studies, because the financial rewards offered on the other side of the line are much greater than are offered here, and it is only when a man has that extraordinary zeal that marks Dr. Lewis and his associates, that he prefers to stay in his own country and carry out his work. We have been able latterly, as a result of the activities of these scientists, to gauge our management policy much more accurately, to instruct our wardens so that they can do their duties more efficiently, and to define the wildlife policies which we have in our parks. Conditions there are a little different. A park is supposed to be a museum of natural history: we are supposed to have natural conditions in a park somewhat different from the control of wolves in sheep country, or something like that, where they are supposed to be cut right down. We have certain well-defined policies which we follow as a result of investigations; and I might say that we occasionally hear that we are protecting the wolves so that they can run out on to the farmers' areas—but don't you believe it! I think probably Dr. Lewis can tell this story much better than I can, senator, and with your permission, Mr. Chairman, I will sit back.

The CHAIRMAN: All right. First of all, are there any more questions to be asked of Mr. Gibson while he is before us? Mr. Gibson would you say this, as a result of your evidence this morning, that any falling off in attendance at some of the parks—you know the one I have in mind, but there are others—is due entirely to the character of the roads leading into them?

Mr. GIBSON: That is so, Mr. Chairman. It has been said by so many that it would be folly to even modify it.

The CHAIRMAN: We have got to have better roads if we are going to have better patronized parks? Not so much roads in the parks, as roads leading into the parks?

Mr. GIBSON: We had the flood conditions in British Columbia, which were difficult, of course; but there is nothing like bad roads to keep people away from the parks.

The CHAIRMAN: Well, if it is agreeable, we will hear Dr. Lewis. Would you come up, doctor? You are Chief of the Wildlife Service, I understand, in the Parks Development?

Dr. HARRISON FLINT LEWIS: Mr. Chairman, I am the head of the Dominion Wildlife Service. It is not now in the Parks Department, it is under Mr. Gibson beside the National Parks Service.

The CHAIRMAN: You are outside as well as inside the parks?

Dr. LEWIS: Yes. We are a fellow service, if I may say so, to the Parks Service.

The CHAIRMAN: Would it be well to have Dr. Lewis tell us something about his work, or should we simply question him? I think we might like to know something about his work, and then we can follow up with some questions.

Dr. LEWIS: Mr. Chairman and members of the committee: the Dominion Wildlife Service was formed a little over a year ago, on the 1st of November, 1947, by amalgamation of what had been the Wildlife Division of the National Parks Bureau and the Wildlife Division of the Northwest Territories Administration. These were united within Mr. Gibson's branch as the Dominion Wildlife Service, and there has been some addition to it since that time. The function of the Dominion Wildlife Service, briefly stated, is to attend to all Dominion interests in the wildlife resources of this country. These include the wildlife in the national parks and in the Northwest Territories, which are a large part of Canada; the administration of the Migratory Birds Convention Act, a federal statute implementing in Canada the Migratory Birds Treaty between His Majesty and the United States of America for the protection of birds that migrate back and forth across the boundary each year; and a few minor matters, such as our occasional international relations, meetings and discussions of possible new agreements and so on in connection with the conservation of wildlife.

The CHAIRMAN: What particular animals have you got in the parks, and has there been an increase in their numbers?

Dr. LEWIS: Well, Mr. Chairman, the animals in the national parks of course differ in different parts of the country. The animals native to the Rocky Mountains are quite different from those native to Nova Scotia, for example. The largest assemblage of game is to be found in the mountain parks, where we have moose, elk, mule deer, mountain sheep, mountain goats, beaver, marten and various small animals; also some predatory animals, such as wolves, cougars, coyotes and black and grizzly bears. In the Maritimes there is not as large an assemblage of wild animals, but there are white-tailed deer and a few moose and some beaver, muskrat and other small animals. Of course, there are also many species of wild birds in these parks in different parts of the country. In the prairie parks, such as Riding Mountain and Prince Albert Parks, there are animal populations intermediate between those found in the east and the west, including elk, moose, white-tailed and mule deer and beaver, but not mountain sheep or mountain goats.

In Elk Island Park, in Alberta, we have a very fine herd of buffalo that varies from 900 to 1,000. The park is not large enough to maintain in good condition a larger herd. Our chief herd of buffalo is of course in Wood Buffalo Park in northern Alberta and the southern Northwest Territories, and numbers between ten and eleven thousand head.

Hon. Mr. BISHOP: I suppose the game in the parks is protected, is it?

Dr. LEWIS: In the national parks it is protected against hunting and interference by anyone except the parks staff, and they can take only the necessary management measures.

Perhaps mention should also be made of the sport fishing in the parks, which is attended to by the Dominion Wildlife Service. Fishing in Canada in general is under the Department of Fisheries, but the angling within the national parks is an exception and is attended to by our Service. We have a Doctor of Philosophy in that line of work.

Hon. Mr. ROEBUCK: That is fish philosophy?

Dr. LEWIS: That is correct, sir. We call him a limnologist. That title does not contain any obvious reference to fish, but actually he oversees the care and management of the angling resources within the national parks.

The CHAIRMAN: Do many big game hunters go into the Northwest Territories?

Dr. LEWIS: No, Mr. Chairman, because there is a prohibition against outside hunters going in there. While the Northwest Territories are a large area and take up a big space on the map, they are for natural reasons relatively poor in these renewable natural resources. We are finding that they have important mineral resources, but in plant and animal life they are relatively poor in resources per square mile. That is due in part to the lack of good soil over the great part of the territories. Wildlife, like any other life on earth, has to obtain its nourishment in the first instance from the soil. The animals feed on plants or on other animals that feed on plants, and where there is not very good soil you cannot expect large resources in wildlife. The last continental glaciation of a few thousand years ago pushed most of the soil in the region that we call the Northwest Territories farther south and dumped it in southern Canada and the northern United States, and there has not been time for much soil to form up there since then.

The coolness of the climate up there is also adverse to the production of a large crop of wildlife. The development of wildlife requires warmth. Fish in Great Bear Lake, for example, grow much more slowly than they do in Lake Winnipeg, because there is not as much heat received per square mile in Great Bear Lake as there is in Lake Winnipeg. For the same reason plant growth is also much slower in the north. So the wildlife resources in the Northwest Territories are hardly more than sufficient to maintain the population that is resident there, the aboriginal population, the Indians and Eskimos, and the white people who are settled there in connection with mineral and fisheries developments. Therefore it has not been thought prudent to allow big game hunters from outside to hunt in the Northwest Territories. Non-resident hunters on payment of a small fee may hunt birds in the Northwest Territories.

Hon. Mr. McDONALD: That does not apply to Prince Albert Park?

Dr. LEWIS: No. That is in Saskatchewan. Of course there is no hunting in the park.

The CHAIRMAN: Can you tell us about the experiment with reindeer? Has it been a success? Is the herd growing?

Dr. LEWIS: Mr. Chairman, the herd of reindeer is much larger than it was when first brought from Alaska and placed on the east side of the Mackenzie river. It has shown considerable growth during the period that it has been under our care. It suffered a severe setback three or four years ago when a number of experienced personnel started out in one schooner on the Arctic sea and were lost in a terrific storm, for before they could be replaced and things organized again there was a considerable diminution in the herd. Now, however, a new staff is on the job there and the reindeer are again on the upgrade.

Mr. GIBSON: Mr. Chairman, if I may interject, I would point out that the problem is not in the raising of reindeer but rather in getting the natives to take them over and maintain the herds as proprietors. Two of our reindeer herders who had each become owners of 800 deer and increased the number by wise management were lost at sea in the storm to which Dr. Lewis has referred. We have just recently succeeded in getting other herders to take on those responsibilities and we expect to develop from now on.

The CHAIRMAN: This committee is concerned with tourist traffic. The wildlife in the parks and in the territories, you have told us, is not available to tourists who wish to hunt game. Have you any acquaintance with the wildlife situation outside the parks and territories, that is wildlife which might prove an attraction to tourists at certain seasons of the year? And if so, have you any idea what amount of money tourists interested in this wildlife might be expected to spend here?

Dr. LEWIS: Mr. Chairman, there is no question about the importance of the attraction of wildlife outside the parks and territories for tourists who wish to hunt. I am sure that our great railway systems and other agencies that transport tourists would assure you that they derive a very considerable revenue from people who come to Canada in order to hunt wildlife. Big game and upland game birds, such as pheasants and partridges, in the various provinces are not administered by the Dominion but by the several provincial administrations.

Hon. Mr. McDONALD: But they are protected by the Parks Branch?

Dr. LEWIS: In the parks, they are, yes sir.

Hon. Mr. McDONALD: That protection helps the outside areas?

Dr. LEWIS: That provides for an overflow, yes. The waterfowl of course are migratory birds and are protected under the Migratory Birds Convention Act, in co-operation with the provinces and in conjunction with the Royal Canadian Mounted Police, and in areas where these appear they are an attraction to tourists who come into Canada to hunt. While the wildlife in parks may not be hunted it does provide a definite attraction to tourists, both resident and non-resident, because, as a result of the protection given wildlife in the parks, it is relatively unafraid and people who wish to see it, to study it, to photograph it, or to show it to their children come in large numbers to the parks, where they can find bears, elk, moose and mountain sheep and mountain goats with little or no difficulty. In this way the wildlife in the parks is a very strong attraction to a great many people, especially to our neighbours to the south, many of whom live in large cities or other thickly-settled areas.

Dr. Lewis, does your branch have any publications with regard to wildlife? Recently in London I met the Chairman of the great National Park of South Africa, and he sent me a booklet—a soft-covered booklet—on the various animals in that park, which animals are of course indigenous to South Africa. The publication is exceedingly interesting and I was wondering whether your branch had anything of the kind.

Dr. LEWIS: Our publications on wildlife in the parks are not on the scale that I should like to see them. The Parks Service publishes booklets on the various parks, and the booklet concerning each park has a section on the wildlife in that park. Also the Wildlife Service publishes certain pamphlets about migratory birds and how to attract them and care for them. I think there is room for a considerable increase in the publicity on wildlife in the parks, but the staff required to do such work is only in the early stages of development, and is extremely busy, doing the research and administrative work that has to be carried on day by day. The preparation of a proper pamphlet, with text and illustrations, requires a good deal of time, care and attention, if the material is to be accurate and attractive. As I say, we are just in the process of initiating and developing the staff to handle that work.

I might remind you, Mr. Chairman, that our Wildlife Service is very young. Last year we arranged for a professional photographer, who has a flair for taking wildlife pictures, to go into the mountain parks, in the Rocky Mountains, and take a series of motion pictures of wildlife to be used for publicity purposes. That series is now in process of being edited and prepared for distribution. We hope to make a similar arrangement this year with respect to other parks.

Hon. Mr. McDONALD: Mr. Chairman, I wonder if Dr. Lewis could tell us what has been done to repopulate parks with animals that have become extinct or nearly so. With respect to the Cape Breton National Park, for instance, has any attempt been made to get some larger animals located there, or would they survive?

Dr. LEWIS: Mr. Chairman, this is a question which has been given very active attention. Last year we successfully conveyed ten moose from Elk Island Park, Alberta, to the Cape Breton Highlands National Park. This was accomplished in spite of great difficulty, including a hurricane which blocked the highway. The moose were released in the Cape Breton park, and this winter the wardens are paying special attention to them. Our latest information is that they are thriving. The Cape Breton Highlands National Park was the habitat of large numbers of moose in the earlier days, until the Scotchmen arrived in Cape Breton; since that time they have not been able to live there together. The moose were exterminated as far as Cape Breton Island was concerned.

Hon. Mr. ROEBUCK: That usually happens.

Dr. LEWIS: Now that we have a fair-sized national park there, we hope for a different picture, and thus we have stocked it with moose. It has been suggested that other animals be introduced, but we would prefer to make haste slowly; we would like to see how we come out with the moose, for a year or two, before introducing other animals. With respect to Prince Edward Island, it is of course too small a park for such an experiment. The new Fundy park has moose in it already.

Hon. Mr. McDONALD: Are there any elk down there?

Dr. LEWIS: Mr. Chairman, there are no elk in the eastern parks, and I am rather hesitant about any attempt to introduce them. The elk is a very insurgent animal; we have trouble with it in the western parks, which are very much larger in area than the eastern parks, because of over-population. When the elk has eaten all he can in an area there is nothing left for moose, deer, or sheep to get; he not only starves himself, but other animals as well. He is a dominant animal. We have trouble with him in the large parks, but we are able to handle him there. While Cape Breton Highlands Park is convenient in size, it is not nearly as large as the western parks. I would therefore like to be more sure of my ground than I am now before introducing elk into Cape Breton.

The CHAIRMAN: Do the elks become somewhat of a nuisance in the areas surrounding the western parks, that is flow over from the mountain parks on to the ranches and farms?

Dr. LEWIS: Mr. Chairman, that is correct. As was mentioned earlier this morning, one function of the National Parks was to serve as reservoirs of wildlife, in which wildlife could propagate and increase under protection, and then overflow onto provincial lands for hunting. That happened with the elk, but when they overflowed the national parks, it appeared that they were not wanted in the provincial areas.

Hon. Mr. McKEEN: They were destructive to crops.

Dr. LEWIS: They were somewhat destructive to crops, that is true, so we had to re-orientate our policy with respect to elk. Prior to that the view of both the dominion and provincial authorities was that overflow was desirable and

that the elk population should be built up and allowed to overflow. Now we have to provide for such control and management as to balance things so that the overflow will be reduced, and attempt to squeeze through between the hunter and the farmer, so as to provide some elk for hunting but not enough to annoy the farmer or rancher.

Hon. Mr. McDONALD: To be fair to my Scotch friends in Cape Breton, Mr. Chairman, I think I should answer the statement made by my friend, Dr. Lewis, by saying that it was not the Scotch that killed the moose, but they died because of a disease that developed amongst the moose.

Hon. Mr. CRERAR: Did they get the disease from the Scotch?

Mr. GIBSON: The last two swam the Strait of Canso.

Hon. Mr. ROSS: I should like to hear what Dr. Lewis has to say with regard to the cougars. There is a difference of opinion as to whether or not the game wardens should try to eliminate the cougar to a considerable extent, so as to allow other game to propagate and overflow and give the hunter a chance.

Hon. Mr. CRERAR: I was about to ask a similar question. I recall several years ago there was some concern in the Mountain Parks for fear that the deer were being decimated by the cougars or large cats; it was thought that if the cougars increased the deer would ultimately disappear. I should like to know how the situation is now. As I recall, we took some steps to destroy or reduce the cougars.

Dr. LEWIS: That is right.

Hon. Mr. CRERAR: Theoretically if the cougar increases in sufficient number he can pretty well destroy all other wildlife in the park; then you would start afresh.

Dr. LEWIS: Mr. Chairman, our policy with respect to wildlife in the national parks is one of management and control. This applies to cougars as well as to elk, and to animals of any kind which, if they become too numerous, cause destruction. If we adopt a policy of hands off, let them alone, or balance of nature, one might expect that things would adjust themselves. That would be true to a very considerable extent if the areas were isolated and not interfered with in any way. As a matter of fact, man has an effect on the national park areas; there are railways through several of the parks, and highways through others; there are also buildings and resorts of one sort and another. The grounds are not in their primitive state, and the wildlife population is very much affected by the great deal of alteration that has taken place in the country adjoining the park. We feel that it is quite out of the question to leave the wildlife in our national parks strictly alone to increase if they will, or to die, as the case may be. We attempt to maintain a policy of management based upon the best scientific information that we can obtain. Our staff of scientists is quite small but it contains some very excellent men; we are busy every year checking the various problems and obtaining additional information. It is quite correct as Senator Crerar mentioned, that a few years ago the cougar population in the Mountain Parks was cut down as a management measure. They were not wiped out, because I do not think anyone would wish to see any form of vertebrate life completely eliminated; our parks are placed there to maintain these animals, both for the pleasure of the public and for scientific information and to be used as may be required from time to time. The cougar, as I have said, was sharply reduced some years ago and now they are under annual observation. There has been a slight increase in the number of cougars since that time, but up to this winter they have not reached the level where any further control or management was required. Should they reach that level, the surplus would be removed at once, in accordance with the general policy. Actually, we have more trouble with the elk than the cougar, and more need for the removal of the surplus of that animal; but the policy would apply to both whenever it is required.

Hon. Mr. CRRERAR: Could you give us any information, Dr. Lewis, on the state of the buffalo that were transferred to the Wood Buffalo Park in northern Alberta and partly in the Northwest Territories? Are they increasing or have you any information on that?

Dr. LEWIS: Yes, we have information. We have a mammalogist, a scientist who studies mammals, at Fort Smith, close to the park. He maintains a continual supervision of the buffalo population. As you know, the park has an area of 17,300 square miles, and many parts are wooded; so that one cannot learn the number of buffalo in the area simply by walking around and counting the buffalo one sees. We are using an air census method, and during the past winter the mammalogist there has been engaged in taking a count of the buffalo; he examines a series of airstrips, flown at a fixed height, and counts the buffalo seen in a particular distance. When we get enough of those strips in a random pattern, then we feel we can multiply the number of animals in that area by the proportion of the total area of the park to that area, and thus arrive at a reasonable approximation of the total number of buffalo. While the final figures have not yet been compiled, an interim report indicates the buffalo to number between 10,000 and 11,000 animals. This represents some increase over the population of a few years ago, but it is not a very rapid increase. In this connection I think we should take into consideration that this is what one would call a marginal habitat for the buffalo; it is farther north than most areas in which the buffalo lived naturally. Although a population of buffalo may be maintained in this northern area, it is not as well suited to these animals as the southern prairie provinces or the central United States, where they lived in large numbers. I doubt if we can expect in this northern region, anything like the rate of increase to be obtained elsewhere.

Hon. Mr. ROEBUCK: Perhaps they need assistance at certain times of the year.

Dr. LEWIS: That may be so, but that sort of thing has been found to be detrimental to the buffalo. In the United States it has been abandoned in recent years. In Yellowstone National Park, where there are large numbers of buffalo, they now allow them to look out for themselves. When hay is fed to these wild animals, it does not agree with their digestive systems; it is not their natural food, and there are some direct losses, as well as a general deterioration in the herd. It is better, we believe, to allow the animals to subsist on the natural food as they find it; they should be protected, and there should be enough food for them, but it must be in its natural form. It is probable that in Wood Buffalo Park lack of food is not a critical factor for buffalo.

The CHAIRMAN: This evidence has been very interesting, Dr. Lewis; at least, I have enjoyed very much what you have told us. It may not help the tourist traffic industry, but we have gotten some information on Canada's wildlife.

Mr. Smart, have you anything that you would like to tell us, or has the subject been fully exhausted in the questions asked of Mr. Gibson? Did you have anything further that you would wish to say. Mr. Smart, gentlemen, is the controller of the parks department.

Mr. J. SMART: Mr. Chairman, I think we have covered quite well all the subjects for discussion, but probably I would be allowed to say something about the new park recently established in New Brunswick. It has been going for a year now; you saw the bill when it was before the Senate, which had to do with the Fundy National Park.

Hon. Mr. BISHOP: Why did you not call it the Bay of Fundy National Park? It is on the Bay of Fundy, is it not?

Mr. SMART: It is on the Bay of Fundy; it borders the bay for nine miles. The name arose through a competition that was held among the schools in New Brunswick, and we left the naming of the park to the provincial authorities. They submitted the name "Fundy". We have got along very well with the development of the park, and we hope that some time in the latter part of July or the early part of August we will be in a position to have an official opening.

As I see the park, it is on the main route of American travel into the Maritimes. I think it will serve a good purpose, and is well situated for people touring through to Prince Edward Island, or to points in Nova Scotia. It will be more or less a recreational park. It is a very beautiful spot, one of the most beautiful spots that could be found in New Brunswick. We looked over several other areas, and this seemed to fill the bill as representative of New Brunswick.

Hon. Mr. CRERAR: What is the park area?

Mr. SMART: Eighty square miles, approximately.

Hon. Mr. CRERAR: What are the natural features, like forest land?

Mr. SMART: It is rolling country. Its elevation is from sea level to 800 feet above sea level, with quite precipitous hills in spots. It is well timbered. As a matter of fact from a forestry point of view it is almost the optimum for the growth of spruce, especially red spruce. We were rather doubtful at first if we could get this area, because it is such a valuable timber area; they can grow pulpwood there in from twenty-five to thirty years.

Hon. Mr. CRERAR: Any lakes and springs?

Mr. SMART: No, it is devoid of them; at least it has not got as many lakes as we would have liked to have found in it. It has a few. It has some good streams which formerly or originally were good salmon streams, but, with the logging that has been going on for the last century or more in that area and adjoining areas, and using these streams, the streams now are dammed up.

Hon. Mr. BISHOP: That is a very old part. You would think it would be settled. It was largely settled, was it not?

Mr. SMART: It was settled in the corner that we are developing now for the main park centre, that is in what they call West Alma. The provincial government expropriated all the property in there, and the people were very well satisfied with the settlement they got for their property. They are mostly people that have small farms; they are dependent on the timber work. They were not fishermen, and they have not lost very much: as a matter of fact most of them have done very well by the taking over of the park, and they are quite satisfied and very co-operative.

We have examined other areas in British Columbia for possible park extensions, but so far none of these areas has been settled upon as national parks.

Hon. Mr. ROEBUCK: When a property becomes a park it is not lost to timbering, is it? You still log the right timber, do you not?

Mr. SMART: No, we do not allow commercial exploitation. But we do a certain amount of timber work in the way of improving the stand or protecting the stand from disease,—removing hazard conditions.

Hon. Mr. ROEBUCK: Do you not cut timber that is ripe? Do you let it grow old and fall down?

Mr. SMART: No; we are not supposed to cut timber to that extent.

Hon. Mr. ROEBUCK: I don't know why.

Mr. SMART: The idea is to leave the national parks areas in their natural state as far as possible, but to aid nature when we can if it is necessary. They

are fully protected from fire; in fact we have most intensive protection on national parks from damage by fire; and of course we have got the insect pest trouble, and through the help of the Department of Agriculture, the entomology branch, we take certain precautions to cut down on the insect depredations.

Mr. GIBSON: Pardon me if I intervene for a moment. Probably it would be well for Mr. Smart to explain that in some of the parks we do allow cutting under permit. As Mr. Smart has said, we allow cutting where it improves the stand. That is the test of the Parks Act,—if it improves the stand. In certain areas there is cutting to what we call a budget. We have flown the area, had it all mapped, indicating the different types of timber; had volumetric estimates prepared to indicate what is there and how much can be cut to improve the stand and to promote growth, so that not only will we have the attractive forest cover required for all purposes, but also allow what we do not need to be used by people nearby who need it.

Hon. Mr. ROEBUCK: I would have thought so.

Mr. GIBSON: Probably Mr. Smart can tell you what we propose to do down in New Brunswick.

Hon. Mr. ROEBUCK: No; I tell you what we might be interested in, if you have some literature: we are a Tourist Traffic Committee, and if you are distributing literature that shows the benefits and the attractiveness and the facilities of the parks, I think we ought to be on the mailing list.

Mr. GIBSON: Not only will we be glad to do that, but Mr. Smart will be glad to see any of this committee at his office at any time—he has all that information at hand—or, I shall be glad to answer inquiries by telephone, and see that you are supplied promptly with anything that may be useful. We will see that your name is on the mailing list.

Hon. Mr. ROEBUCK: Put us all on.

Mr. SMART: The only other point I thought had not been covered was the possibilities of private enterprise entering into the business of providing accommodation in national parks. The door is open all the time to people with financial ability and experience to establish these places of accommodation,—bungalow camps and hotels would be the main part. We generally provide the camp-grounds and camp-grounds facilities. In the New Brunswick Park, while, as Mr. Gibson has mentioned, we are going ahead with some bungalow camp operations, and in other Maritimes parks as well, it is simply to get the thing started, and we hope that private enterprise will step in also and help us out in the matter of accommodation.

We have had a great increase in our attendance at the parks this year, although some parks showed a decrease. We could handle all the people that came to the parks: there has been quite a change in recent years. People on account of the withdrawal of restrictions on gasoline and tires and so forth are moving more; there is a bigger turnover. There was not the same congestion in our parks even last year with our big attendance as there was a few years back; and I think, with the indications of increased accommodation that are coming on this year, we shall be able to handle even a greater number of tourists than we handled last year.

The CHAIRMAN: Thanks very much. We are very much obliged to the gentlemen who gave evidence this morning. We had hoped to have had a little better attendance at the meeting, but Monday morning is not satisfactory as a rule for committee meetings. But I am sure we have had very useful evidence. It will be published and spread among the rest of our members and to the House of Commons as well. I hope it will bear some result.

We ought to have a report from the committee to-day of its proceedings. I will read this:

The Standing Committee on Tourist Traffic beg leave to make their third report, as follows:—

Your committee recommend that it be authorized to print 800 copies in English and 200 copies in French of its proceedings, and that Rule 100 be suspended in relation to the said printing.

All which is respectfully submitted.

Hon. Mr. CRERAR: Just a question: did we have 800 copies in English last year?

The CLERK OF THE COMMITTEE: We had 600 last year, sir. It is increased by 200 this year.

Hon. Mr. CRERAR: Do you have a demand for them?

The CHAIRMAN: We are almost out of them.

Hon. Mr. CRERAR: We do not want to get into the habit of printing any more than is necessary. I don't know how many million tons of printed material goes out of Ottawa now.

The CHAIRMAN: It has been indicated that the number should be increased because of demands for printed copies of the report.

Hon. Mr. CRERAR: Well, all right.

The CHAIRMAN: Is that agreeable to you?

Some Hon. SENATORS: Yes.

The Committee then adjourned, to resume at the call of the Chair.

Appendix "A"

The National Parks of Canada and Their Relation to the Tourist Industry*

The administration of National Parks during the fiscal year 1948-49 was featured by a greatly increased program of development. The appropriations provided by Parliament for new work and for maintenance were the largest since the establishment of the Parks, and permitted a satisfactory beginning on a broad program of Park Highway improvement and extension as well as the development of other essential services. Excellent progress was made in the provision of additional tourist accommodation by private enterprise on sites made available by the National Parks Service. These services were augmented by improvements in the Park campgrounds and the extension of camping areas. Good progress was also made in the development of Fundy Park in New Brunswick, the latest addition to the National Parks system. The official opening of this area is planned for this summer. Inspections of proposed additions to the National Parks system in Western Canada were also undertaken and reports prepared.

Tourist Attendance

Attendance at the National Parks during the eleven-month period ended February 28th, 1949, totalled 1,343,936, the greatest number of visitors ever recorded in the Parks in any one year. This figure represents an increase of 110,612 over the corresponding total for the year 1947-48 and was achieved in spite of conditions which interrupted or interfered with travel to many points in Western Canada. These conditions were the result in part, of severe floods early in the year and to the poor state of approach roads leading to National Parks, particularly in Southern Alberta and British Columbia. In addition heavy rain in the National Parks during July and August seriously affected travel and had the effect of curtailing the stay of those already in the Parks.

Nevertheless, notable increases in attendance were registered at Banff and Elk Island National Parks in Alberta, Riding Mountain National Park in Manitoba, Point Pelee and the St. Lawrence Islands National Park in Ontario, and Prince Edward Island National Park. Practically all the National Historic Parks were visited by a larger number of persons than during the previous year. A comparative statement of attendance at the Parks for the period under review is attached.

Appropriations

Appropriations totalling \$7,897,728 were voted by Parliament during the past year for National Parks and Historic Sites Services. Of this figure more than \$3,000,000 was provided for reconstruction and improvement of highways and the replacement of bridges. Considerable amounts were also made available for the extension and improvement of Park trails and camp grounds. The sum of \$500,000 was voted to begin the development of Fundy National Park, New Brunswick, where progress was made in the provision of recreational facilities, including an outdoor swimming pool and golf course. Erection of administrative and staff buildings was well advanced and construction of roads to the Park administration areas commenced. A substantial sum was provided for the development of a central recreational area in Jasper National Park. Considerable amounts were also made available for the purchase of much needed equipment and supplies at many of the National Parks.

* Some information about Canada's National Parks prepared by the Director, Lands and Development Services Branch, Department of Mines and Resources, for the Senate Committee on Tourist Travel, March 21st 1949.

Highway Development

A large proportion of the work expended on highway development was undertaken in the Mountain Parks of Alberta and British Columbia. In Jasper National Park sections of the main highways were improved and rebuilt in preparation for hard surfacing. Twenty-nine miles of the Jasper-Edmonton highway were rough-graded, of which 27.5 miles were fine-graded and 24.1 gravelled. The road-way was widened to 32 feet and extensive revisions in alignment made. In addition 16 miles of the Banff-Jasper Highway were rough-graded, of which 14.5 miles were fine-graded and gravelled. The erection of three new highway bridges in Jasper National Park was undertaken, one of which was practically completed at the end of the construction season.

Good progress was made on the reconstruction of the Banff-Windermere Highway in Banff and Kootenay National Parks. This is one of the principal approach roads for traffic originating in southwestern Canada and northwestern United States, and 13 miles in the Kootenay Park section were rebuilt to a width of 32 feet. Reconstruction of the Banff section of this highway was practically completed including a new bridge over Boom Creek.

In Yoho National Park the construction of a new bridge leading from the Trans-Canada Highway to the town of Field was commenced.

Satisfactory progress was made in the reconstruction of the Akamina Highway, one of the outstanding tourist drives in Waterton Lakes National Park. Construction of five miles of this road involving heavy rock excavation, was completed and presents an excellent appearance. The Prince Albert National Park highway from the southern boundary to Park Headquarters at Waskesiu, was in the course of partial reconstruction and improvement preparatory to hard surfacing. In Riding Mountain National Park regrading and re-alignment of the Dauphin-Clear Lake Highway was commenced preparatory to hard surfacing. Hard surfacing of the main highway in Point Pelee National Park was completed. Good progress was made on the revision of the Cabot Trail in Cape Breton Highlands National Park, Nova Scotia, which involves 11 miles of new construction between Ingonish and Neil Harbour. Revision of the Cap Rouge section of the same road was practically completed. In Prince Edward Island National Park a new marine drive 8.5 miles in length, connecting North Rustico with New London Bay, was completed. Numerous other roads utilized by Park visitors have been or are under improvement.

Tourist Travel Accommodation:

One of the most pressing problems in the administration of National Parks has been the provision of sufficient travel accommodation to meet the ever-increasing demand. It is gratifying to report that during the past year new bungalow cabin concessions were granted in Banff, Kootenay, Prince Albert and Riding Mountain National Parks, and good progress in the construction of bungalow cabin units is reported. In addition, forty buildings owned by the National Parks Service in Banff National Park were leased to war veteran concessionaires. These have been converted and are in use as low rental cabin accommodation. A large building in Point Pelee National Park also was leased to a concessionaire for accommodation to park visitors. Additional accommodation provided by private enterprise in the National Parks included a new hotel in Banff. Plans are also underway for an addition to an existing hotel in Banff which will provide for about 125 new rooms. Additional bungalow camp accommodation at Jasper, Waterton Lakes, Cape Breton Highlands, Fundy and Prince Edward Island National Parks is either planned or under construction.

In order to assist concessionaires in meeting increased expenses due to the rising costs of materials, the Department recently announced a reduction in

the fee charged as rental for sites occupied by bungalow camps. This measure is expected to attract additional concessionaires interested in the provision of travel accommodation.

Increased use of public campgrounds in National Parks has been reported and to meet the demand many improvements and extensions have been undertaken. New campground shelters or other amenities were provided in Mount Revelstoke, Yoho, Banff, Jasper, Elk Island, Prince Albert, Georgian Bay Islands, and Prince Edward Island National Parks in 1948. These improvements included a modern campground at Two Jack Lake—about seven miles northeast of Banff, which will accommodate 100 automobiles and their passengers. The National Parks Service has also undertaken the provision of overnight shelters for the use of youth hostellers making use of the Parks.

Recreational Facilities:

A number of new developments were undertaken during the past year to increase the opportunities for recreation in the National Parks. Major developments undertaken include a central recreational area at Jasper, which when completed will include an outdoor swimming pool, wading pool, tennis courts, bowling green, athletic field, skating and curling rinks, and a community hall. Good progress on the project has been made and completion of some of the items during the current year is expected. In Banff Park a start was made in the construction of four new tennis courts. A new bowling green was opened in Riding Mountain National Park and another green in Prince Albert Park was completed except for seeding. New greens are also in various stages of construction in Prince Edward Island, Cape Breton Highlands and Fundy National Parks. Measures for the protection of sea bathers, including the provision of life-saving equipment and maintenance of lifeguards, were undertaken at Prince Edward Island and Cape Breton Highlands National Parks. As previously mentioned, a new nine-hole golf course was laid out in Fundy Park and at the end of the 1948 season all greens and tees had been completed and seeded, and most of the fairways seeded as well. An agreement was entered into with a well-known golf course architect providing for consultant services in connection with the maintenance and improvement of all golf courses in the National Parks.

For a number of years planned recreation and a nature information service for visitors have proven popular in Prince Albert and Riding Mountain National Parks. During the summer of 1948 these services were extended to Banff, Jasper, Yoho, Kootenay, and Waterton Lakes National Parks, by the appointment of young college men, who carried out programs of field excursions, lectures and organized sports for these areas. Registrations at the Banff School of Fine Arts reached a new high for 1948, and as an experiment classes were extended to Jasper Park.

Additional equipment was purchased for the children's playgrounds in many of the Parks and other improvements were effected.

As an aid to winter sports, the ski jump in Mount Revelstoke National Park was reconstructed to the latest Olympic requirements and improvements were carried out on the hill below the jump. During the past winter this ski jump attracted many outstanding Canadian skiers as well as those from foreign countries. The first competition held on the hill in 1949 was exceptionally well attended and some outstanding performances were recorded. A site was provided on Mount Norquay in Banff Park for the erection by private enterprise of a modern ski chair lift, which was completed late in 1948 at a cost of \$125,000. This lift, which has proven extremely popular during the past winter, will also be operated during the summer and will afford visitors to Banff with an exceptional view of the Bow Valley and the surrounding mountains.

Publicity and Information:

In the reorganization of the Department of Mines and Resources carried out in the autumn of 1947, publicity and information services for all branches of the Department were centralized under the Deputy Minister's office. In preparation for a year of increased travel, the publicity effort for National Parks and Historic Sites was directed through four main channels: Departmental publications, press and magazine material, pictorial presentations, and addresses both direct and by radio. Publications consisting of brochures, pamphlets, folders and leaflets were provided in greater quantities and secured wider distribution.

in co-operation with the National Film Board new coloured sound 16 mm. motion pictures portraying the scenic and recreational features of individual National Parks were produced and more prints made available to secure larger audience attendance. The Canadian Government Travel Bureau has assumed full responsibility for a broader distribution of these films outside of Canada.

Several National Parks films were broadcast by television stations in the United States and our new films are being produced with this new field in mind. Through the co-operation of National Park officials the National Film Board extended its Tourist Promotion Program into a number of Park campgrounds and other locations during the past summer.

New pictures and kodachrome slides were secured for the still photo library where a complete revision is in progress to increase and to bring the supply of photo subjects up-to-date.

Attractive displays were arranged in co-operation with the Canadian Government Exhibition Commission at the Canadian National Exhibition, Toronto, the Pacific National Exhibition, Vancouver, and the Western Fair at London. Departmental officers were in attendance at these Exhibitions to distribute National Parks publications and maps and answer special enquiries. A special National Parks display was arranged for the meeting of the Canadian Junior Chamber of Commerce (Region VI) at Ottawa and a permanent display was installed in the foyer of the Royal York Hotel in Toronto.

The National Parks Service also co-operated with the Canadian Government Travel Bureau by furnishing personnel to assist in the dissemination of information at travel shows being held during the late winter and early spring of 1949 in the western United States. Supplies of National Parks publications were also furnished for distribution at these shows.

Addresses to various clubs and associations on National Parks subjects and over the radio were delivered and material of this nature supplied to outside speakers.

Wildlife Investigations

During the summer of 1948 field investigations were conducted in a number of the National Parks by mammalogists and limnologists of the Dominion Wildlife Service. The study of the number and habits of mammals and the food habits of predators which commenced in 1943, was continued in some of the western Parks. Investigations of Park waters were undertaken in nine National Parks in an effort to improve the sport fishing possibilities. These included studies in Fundy Park in New Brunswick where several lakes were investigated and in most of the western National Parks where previous investigations were continued.

An important feature that has materially aided the co-operation of the Dominion and the Provinces in the administration of wildlife resources is a series of joint wildlife conferences that have been held in Ottawa at the call of the Minister of this Department. Formerly held every two or three years, these meetings of Provincial and Dominion officers concerned with wildlife are now

being held annually. These gatherings provide an opportunity for informal discussions of the numerous problems that arise in connection with wildlife conservation and they also enable the responsible officers to become acquainted personally and to develop a spirit of close co-operation.

The Minister in charge of the Canadian Travel Bureau also invites to Ottawa annually those Provincial Ministers and officials concerned with the promotion of tourist travel. The ideas concerning wildlife which develop during the tourist conferences are discussed at the wildlife conferences and vice versa.

National Historic Parks and Sites

Considerable development work was undertaken during the year at some of the National Historic Parks to increase their attraction for visitors. A new entrance road was constructed at the Fortress of Louisbourg Historic Park in Nova Scotia and additional excavation work carried out on the ruins. An addition to the attractive museum at Fort Beausejour Historic Park in New Brunswick was undertaken to house the wealth of new historical material relating to the Isthmus of Chignecto. This new wing will be officially opened to the public during the coming summer. Improvements were also effected at the Fort Wellington Historic Park museum at Prescott, Ontario.

Additional memorials, commemorating events and persons notable in the history of the country, were erected, including a monument and tablet to the memory of the late Lucy Maude Montgomery at Green Gables in Prince Edward Island National Park. Among others erected were those of the following places:—Fort Dufferin, near Emerson, Manitoba, to commemorate the formation of the North West Mounted Police; Fairfield, near Bothwell, Ontario, to mark the site of the village of Fairfield, destroyed by American forces following the Battle of the Thames, October 5, 1813; Gananoque, Ontario, to commemorate the events which took place there during the war of 1812-14; and Gleichen, Alberta, to commemorate the Indian Chief Crowfoot, of the Blackfoot Confederacy, promoter of friendship with the white men, who died April 25, 1890.

Administrative Difficulties

The foregoing represents some of the brighter features. The administration of National Parks, however, like other public services, presents many problems. The unusual weather conditions experienced last summer have already been mentioned. Although increased funds were available for the purchase of equipment some delays were experienced in obtaining delivery, particularly of heavy mechanical equipment which must be purchased in the United States. Satisfactory labour was still difficult to recruit and retain at the rates which the National Parks Service was able to pay. However, these problems are gradually being overcome and it is hoped that during the coming year the development program may be continued at an accelerated rate.

Prospects for 1949

It is expected that funds in excess of those provided last year will be available for development and maintenance of National Parks during the fiscal year 1949-1950. More than \$4,000,000 has been earmarked for the continuation of highway improvement and for the replacement of bridges. This amount will permit continuation of existing road development programs in the mountain Parks including Banff, Jasper, Kootenay and Waterton Lakes Parks. Reconstruction of the Prince Albert National Park highway in Saskatchewan will be continued and re-alignment and grading of No. 10 Highway through Riding Mountain National Park preparatory to hard surfacing, will also be carried on. Funds are also being provided for additional work on the Cabot Trail in Cape Breton Highlands National Park and for the reconstruction of the Dalvay-Stanhope Road in Prince Edward Island National Park. Improvements to

recreational facilities in Banff and Jasper National Parks are planned. These will include the development of a small recreational area or "parkette" at Banff including tennis courts, bowling green, public pavilion and other conveniences. The development of the recreational areas at Jasper and Fundy Parks will also be continued. Funds are being provided for the construction of low-rental tourist accommodation in Prince Edward Island, Fundy and Cape Breton Highlands National Parks. It is expected that this accommodation will take the form of bungalow cabins which will be rented to concessionaires for operation at rates approved by the Department. Moneys have also been included in the estimates for the improvement and extension of Park camp grounds including a new area in Banff National Park. New Park buildings planned for 1949 include a recreational and golf club-house building in Fundy Park, New Brunswick, a new fire hall at Banff, a museum at Elk Island Park, new administration and Park industrial buildings at Jasper and a new bathhouse and outdoor swimming pool at Radium Hot Springs in Kootenay National Park. Funds have also been earmarked for an extension to existing water and sewer systems at Banff, a new water supply at Field in Yoho National Park and for forest insect control measures throughout the National Parks system.

Future Needs of the Parks

One of the most important factors in National Park administration is the provision of improved highways both within the Parks and leading to the Parks. The Dominion is planning substantial outlays along this line in the National Parks this year which will complement the progress made in 1948. The Provinces are also making some progress with the improvement of roads outside the Parks. Unfortunately, in Southern Alberta last summer, visitors from the United States arriving at the International Boundary on improved hard surfaced highways were met in some cases by roads the conditions of which can only be termed "deplorable". If our National Parks are to receive the patronage which should be expected, a broad program of improvement to the approach roads must be undertaken without delay. The responsibility rests with the Provincial Governments.

Excellent progress has been made both within and outside the Parks in the provision of accommodation for visitors but this feature can still be improved. As previously reported, a number of new sites were made available to private concessionaires and the National Parks Service will be glad to make available additional sites to private enterprise with the necessary capital to develop them.

Scientific investigations as an aid to administration and to provide information about flowers, shrubs, trees, animals, birds, fish and history of the region for the use of visitors are being continued. The program of planned recreation and guided nature trips inaugurated in 1948 in several of the Parks will be extended this year to other areas. There should be a greater realization of the value of wildlife management and of the need of conserving and replenishing the supply of game fish in waters frequented by tourists. The continuation of investigations in this respect will be continued in the Parks this year.

Experience has shown that visitors to the National Parks are showing a disposition to learn more about the natural features and attractions and it is hoped to have available for distribution in greater quantity, special information concerning the flora, fauna, and any unusual phenomena.

May we conclude with the statement that Canada's varied and outstanding facilities for rest and recreation must be regarded as a natural resource to be developed under wise counsel for the benefit of the greatest number of people possible. Canada's National Parks form a valuable natural resource even as our mines, forests and farm lands are natural resources. These Parks constitute

a great natural heritage which may be enjoyed over and over again provided adequate supervision, maintenance and protection are continued. In safeguarding these national properties for present and future maximum use, the co-operation of all visitors is sought by those responsible for the administration of Canada's National Playgrounds.

COMPARATIVE STATEMENT OF VISITORS TO THE NATIONAL PARKS
FOR THE PERIOD APRIL 1 TO FEBRUARY 28

<i>National Parks</i>	1948-49	1947-48	Increase or Decrease
Banff	378,052	319,707	+ 58,345
Cape Breton Highlands	25,551	27,507	- 1,956
Elk Island	66,451	45,545	+20,906
Georgian Bay Islands	6,794	4,778	+ 2,016
Glacier	562	797	- 235
Jasper	71,933	71,516	+ 417
Kootenay	68,276	77,505	- 9,229
Mount Revelstoke	10,795	11,003	- 208
Point Pelee	131,488	107,772	+23,716
Prince Albert	38,048	34,371	+ 3,677
Prince Edward Island	84,333	67,508	+16,825
Riding Mountain	213,328	174,778	+28,550
St. Lawrence Islands	27,154	14,299	+12,855
Waterton Lakes	86,717	147,177	-60,460
Yoho	34,595	31,034	+ 3,561
Sub-total	1,244,077	1,145,297	+98,780
 <i>National Historic Parks</i>			
Fort Anne	14,495	11,959	+ 2,536
Fort Beausejour	19,007	16,397	+ 2,610
Fort Chambly	28,213	26,379	+ 1,834
Fort Lennox	2,830	1,303	+ 1,527
Fortress of Louisbourg	4,954	4,835	+ 119
Fort Malden	12,995	13,360	- 365
Fort Wellington	8,390	5,800	+ 2,590
Port Royal Habitation	8,975	7,994	+ 981
Sub-total	99,859	88,027	+11,832
Sub-total	99,859	88,027	+11,832

8/3/49
K.R.

APPENDIX

NATIONAL AND NATIONAL HISTORIC PARKS

The National and National Historic Parks in Canada include 26 units having a total area of more than 29,000 square miles. The following concise statement, which lists the parks by Provinces, may be of interest for reference purposes.

NOVA SCOTIA—

Cape Breton Highlands National Park. Rugged Cape Breton Island coastline with mountain background. Fine seascapes from park highway. Recreational opportunities. Hotel and bungalow cabin accommodation, within park area. Hotel and boarding-house accommodation adjacent to park. Equipped camp grounds. Established 1936; area, 390 square miles; motor roads, 50·8 miles; secondary roads, 5 miles; trails 28·26 miles.

Fortress of Louisbourg. National Historic Park with museum near Louisbourg. Ruins of walled city erected by the French 1720-40. Interesting excavations. Established in 1941; area, 339·5 acres.

Port Royal. National Historic Park at Lower Granville. Restoration of "Habitation" or first fort built in 1605 by Champlain, De Monts, and Poutrincourt. Established 1941; area, 17 acres.

Fort Anne. National Historic Park with museum at Annapolis Royal. Well-preserved earthworks. Established 1917; area, 31 acres.

NEW BRUNSWICK—

Fundy National Park. An area of 79·50 square miles of outstanding scenic and recreational value in Albert County, now under development.

Fort Beausejour. National Historic Park with museum near Sackville. Site of early French fort. Established 1926; area 81·3 acres.

PRINCE EDWARD ISLAND—

Prince Edward Island National Park. Strip 25 miles long on north shore of island province. Recreational area; fine beaches. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1937; area 7 square miles; motor roads, 14·5 miles; secondary roads, 3·11 miles.

QUEBEC—

Fort Chambly. National Historic Park with museum at Chambly Canton. First built by French, 1665. Established 1941. Area, 2½ acres.

Fort Lennox. National Historic Park on Ile-aux-Noix in Richelieu River, near St. John. Established 1941; area, 210 acres.

ONTARIO—

St. Lawrence Islands National Park. Mainland area and 13 islands in "Thousand Islands". Recreational and camping area. Mainland accessible by highway. Islands reached by boat from nearby mainland points. Established 1914; area, 190 acres.

Point Pelee National Park. Recreational area on Lake Erie. Camp-grounds, remarkable beaches, unique flora. Resting place for migratory birds. Accessible by highway. Hotel and bungalow cabin accommodation in vicinity of park. Equipped camp-grounds. Established 1918; area, 6.04 square miles; motor roads, 6.5 miles; secondary roads, 2.8 miles.

Georgian Bay Islands National Park. Recreational and camping areas. Unique pillars on Flowerpot Island. Accessible by boat from nearby mainland points. Equipped camp-grounds. Established 1929; area, 5.37 square miles.

Fort Malden. National Historic Park with museum at Amherstburg. Site of defence post built 1797-99. Established 1941; area, 5 acres.

Fort Wellington. National Historic Park with museum at Prescott. Defence post built 1812-13. Established 1941; area, 8½ acres.

MANITOBA—

Riding Mountain National Park. Playground and game sanctuary on summit of Manitoba escarpment. Fine lakes, summer resort and recreational area. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1929; 1,148. square miles; motor roads, 51.6 miles; secondary roads, 52.9 miles; trails, 113.0 miles.

Fort Prince of Wales. National Historic Park at Churchill. Ruins of fort built 1733-71. Established 1941; area, 50 acres.

SASKATCHEWAN—

Prince Albert National Park. Forested region dotted with lakes and interlaced with streams. Summer resort and recreational area. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1927; area, 1,496 square miles; motor roads, 67.7 miles; secondary roads, 48.0 miles, fire roads and trails 298.25 miles.

ALBERTA—

Banff National Park. Magnificent scenic playground in central Rockies. Contains noted resorts, Banff and Lake Louise. Summer and winter sports centre; big game sanctuary. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1885; area, 2,585 square miles; motor roads, 180.9 miles; secondary roads, 3.2 miles; fire roads, 103.0 miles, trails, 727.5 miles.

Jasper National Park. Mountain playground and game sanctuary. Contains majestic peaks, icefields, beautiful lakes, and famous resort, Jasper. Summer and winter sports. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-ground. Established 1907; area, 4,200 square miles; motor roads, 144.0 miles; secondary roads, 18.5 miles; fire roads, 58.0 miles; trails, 582.5 miles.

Elk Island National Park. Fenced preserve near Edmonton containing a large herd of buffalo; also deer, elk and moose. Recreational and camping resort. Established 1913; area, 75 square miles; motor roads, 17 miles; secondary roads, 10 miles; trails, 5 miles.

Waterton Lakes National Park. Canadian Section, Waterton-Glacier International Peace Park. Mountain playground with colourful peaks; varied flora and fauna. Accessible by highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1895; area, 204 square miles; motor roads, 47.8 miles; secondary roads, 13.5 miles; trails, 146.40 miles.

BRITISH COLUMBIA—

Yoho National Park. On west slope of Rockies. High peaks, beautiful lakes. Yoho and Kicking Horse Valleys. Accessible by rail and highway. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Area, 507 square miles; motor roads, 45.0 miles; secondary roads, 6.5 miles; fire roads, 26.5 miles; trails, 204 miles.

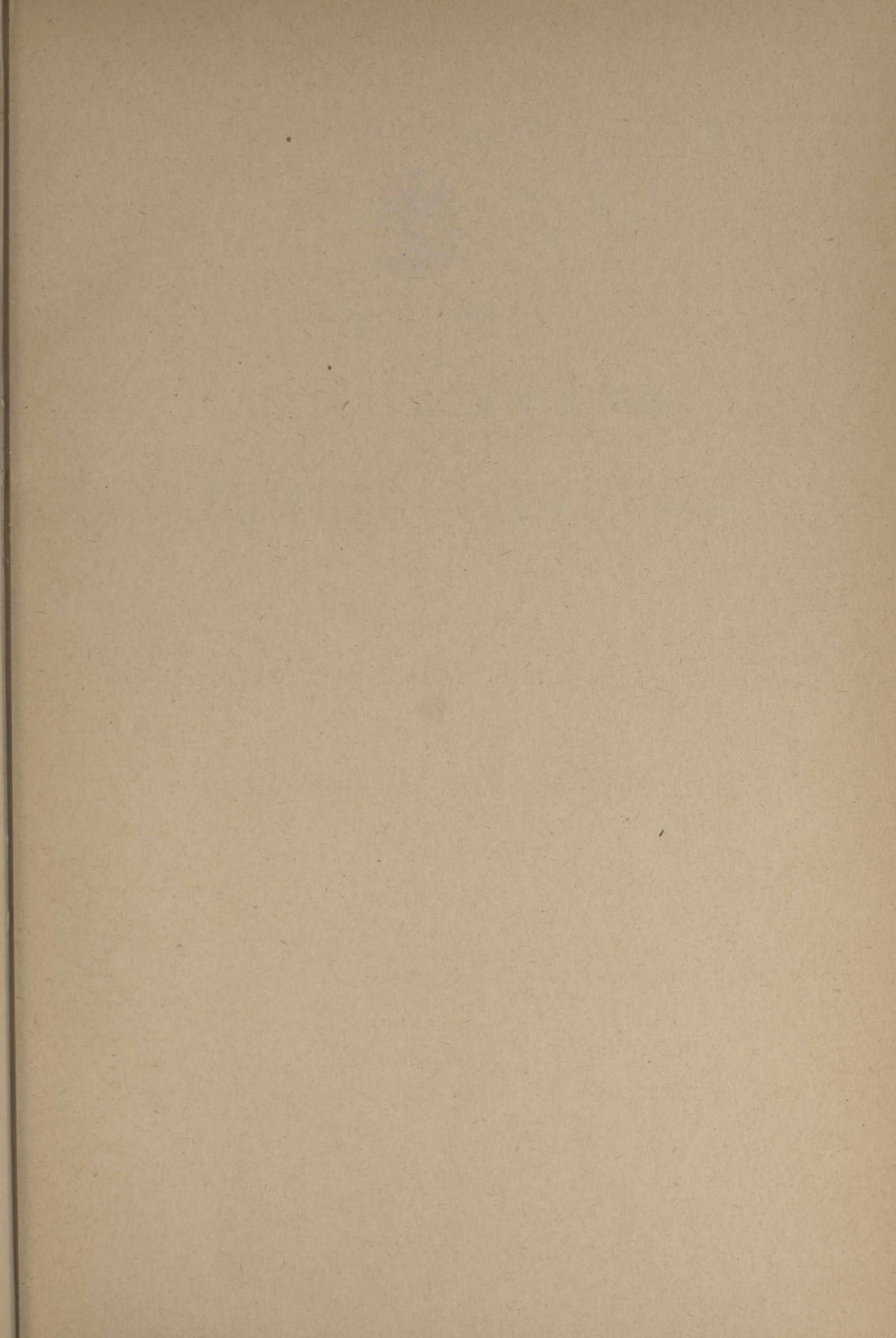
Kootenay National Park. Encloses Vermilion-Sinclair section of the Banff-Windermere Highway in Rockies. Broad valleys, deep canyons, hot mineral springs. Hotel and bungalow cabin accommodation. Equipped camp-grounds. Established 1920; area, 543 square miles; motor roads, 61.1 miles; fire roads, 9.5 miles; trails, 156 miles.

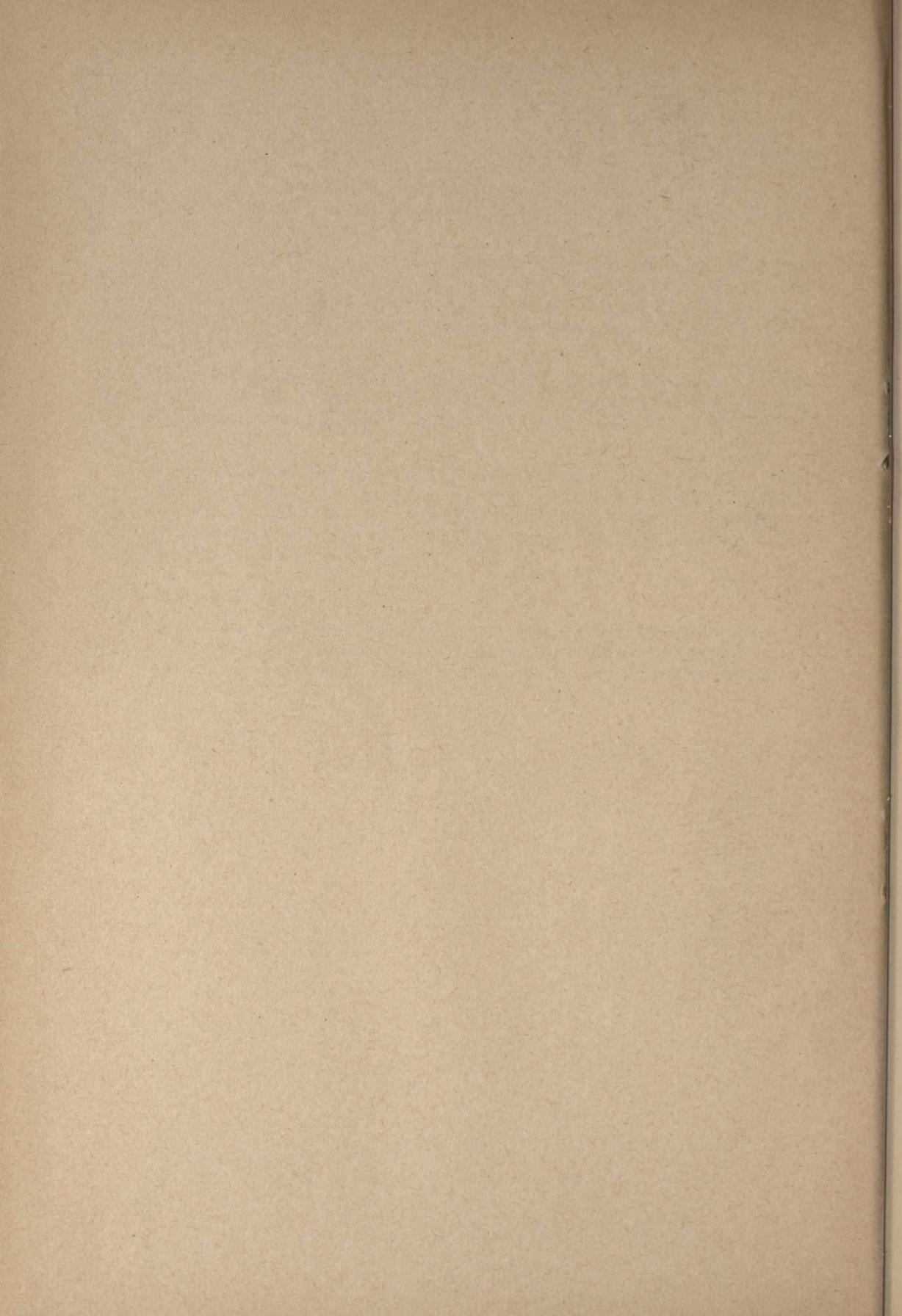
Glacier National Park. Superb alpine region in Selkirk Mountains. Great peaks, glaciers, forests, accessible by railway only. Camping, skiing, climbing. Established 1886; area, 521 square miles; fire roads, 22.25 miles; trails, 95.5 miles.

Mount Revelstoke National Park. Rolling mountain top plateau on west slope of Selkirk Mountains. Accessible by rail and highway. Summer accommodation in park. All year accommodation in nearby town of Revelstoke. Equipped camp-grounds. Established 1914; area, 100 square miles; motor roads, 18.5 miles; trails, 82.5 miles.

N.W.T. AND ALBERTA—

Wood Buffalo Park. Immense region of forests and open plains between Athabaska and Great Slave Lakes. Contains a large herd of buffalo and other game. Established 1922; area, 17,300 square miles, trails, 150.0 miles.





1949

THE SENATE OF CANADA



PROCEEDINGS
OF THE
STANDING COMMITTEE
ON
TOURIST TRAFFIC

No. 2

THURSDAY, MARCH 31, 1949

The Honourable W. A. Buchanan, Chairman

WITNESSES:

Mr. C. A. Walkinshaw, Toronto, Ontario.
Dr. A. W. H. Needler, Assistant Deputy Minister, Department of Fisheries.
Mr. D. Leo Dolan, Director, Canadian Travel Bureau, Department of Reconstruction and Supply.

APPENDIX "B"

Paper on The Estimated Value of Sports Fishing to Canada.

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
CONTROLLER OF STATIONERY

1949

MEMBERS OF THE STANDING COMMITTEE ON TOURIST TRAFFIC

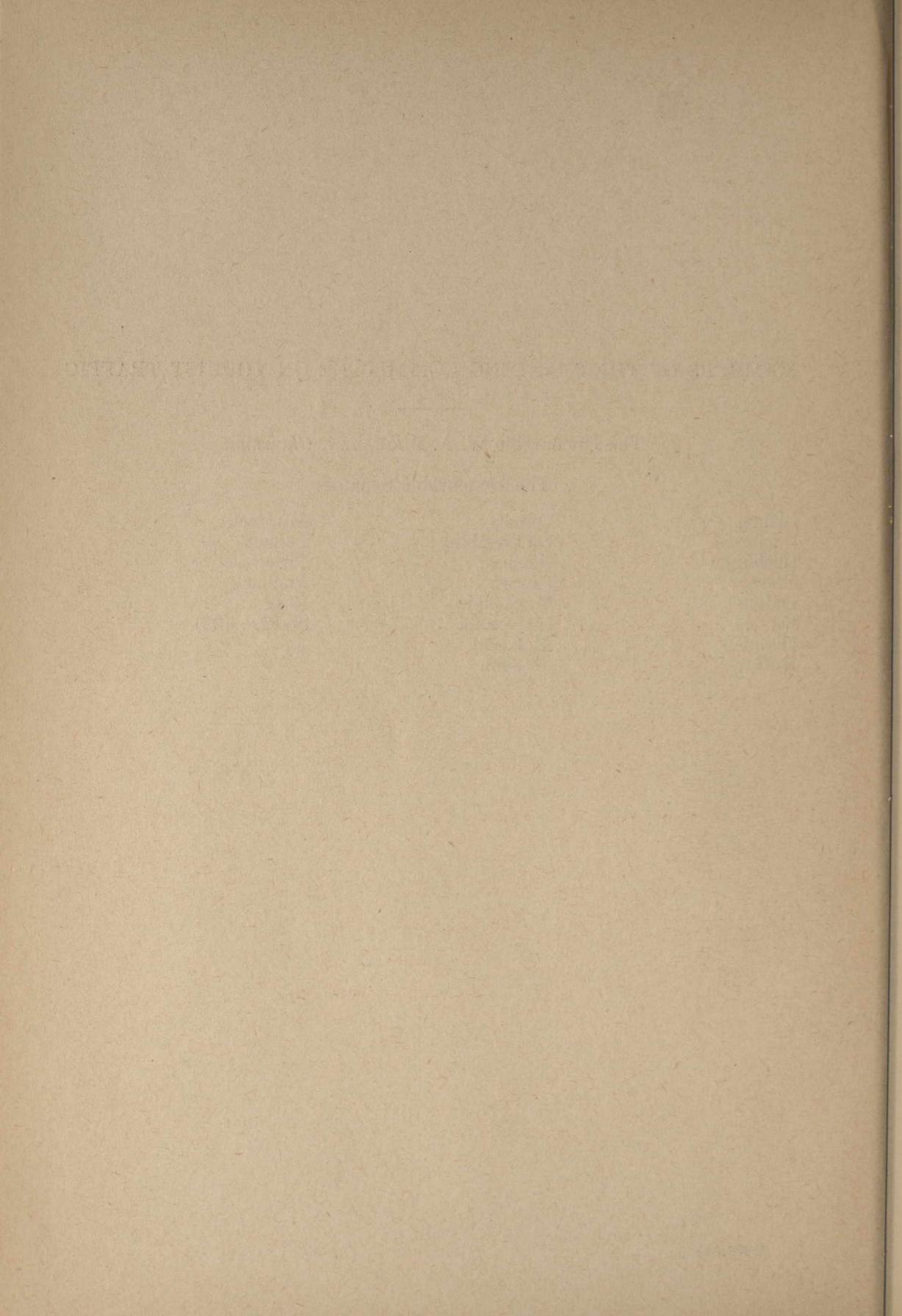
The Honourable W. A. BUCHANAN, *Chairman*

The Honourable Senators

Bishop
Bouchard
Buchanan
Crerar
Daigle
Davies
Dennis
Duffus

Dupuis
DuTremblay
Gershaw
Horner
Mackenzie
McDonald
McKeen
McLean

Murdock
Paquet
Pirie
Roebuck
Ross
St-Père (22)



MINUTES OF PROCEEDINGS

Pursuant to adjournment and notice the Standing Committee on Tourist Traffic met this day at 10.30 a.m.

Present: The Honourable Senators:

Buchanan, *Chairman*; Bishop, Crerar, Duffus, Gershaw, Horner, Pirie, Roebuck and Ross.—9.

The committee resumed consideration of the Order of Reference of 17th March, 1949, authorizing the committee to inquire into and report upon the various agencies concerned with promoting tourist travel in Canada.

The official reporters of the Senate were in attendance.

Mr. C. A. Walkinshaw, Toronto, Ontario, was heard with respect to fishing as an attraction to tourist traffic in Canada; made suggestions for increasing the supply of fish in the lakes and rivers of Canada; offered suggestions for improving the accommodation and services for tourists; and was questioned.

Dr. A. W. H. Needler, Assistant Deputy Minister, Department of Fisheries, was heard with respect to the problem of maintaining a supply of game fish; outlined the methods of research being carried on by the Department of Fisheries to increase the production of fish; and was questioned.

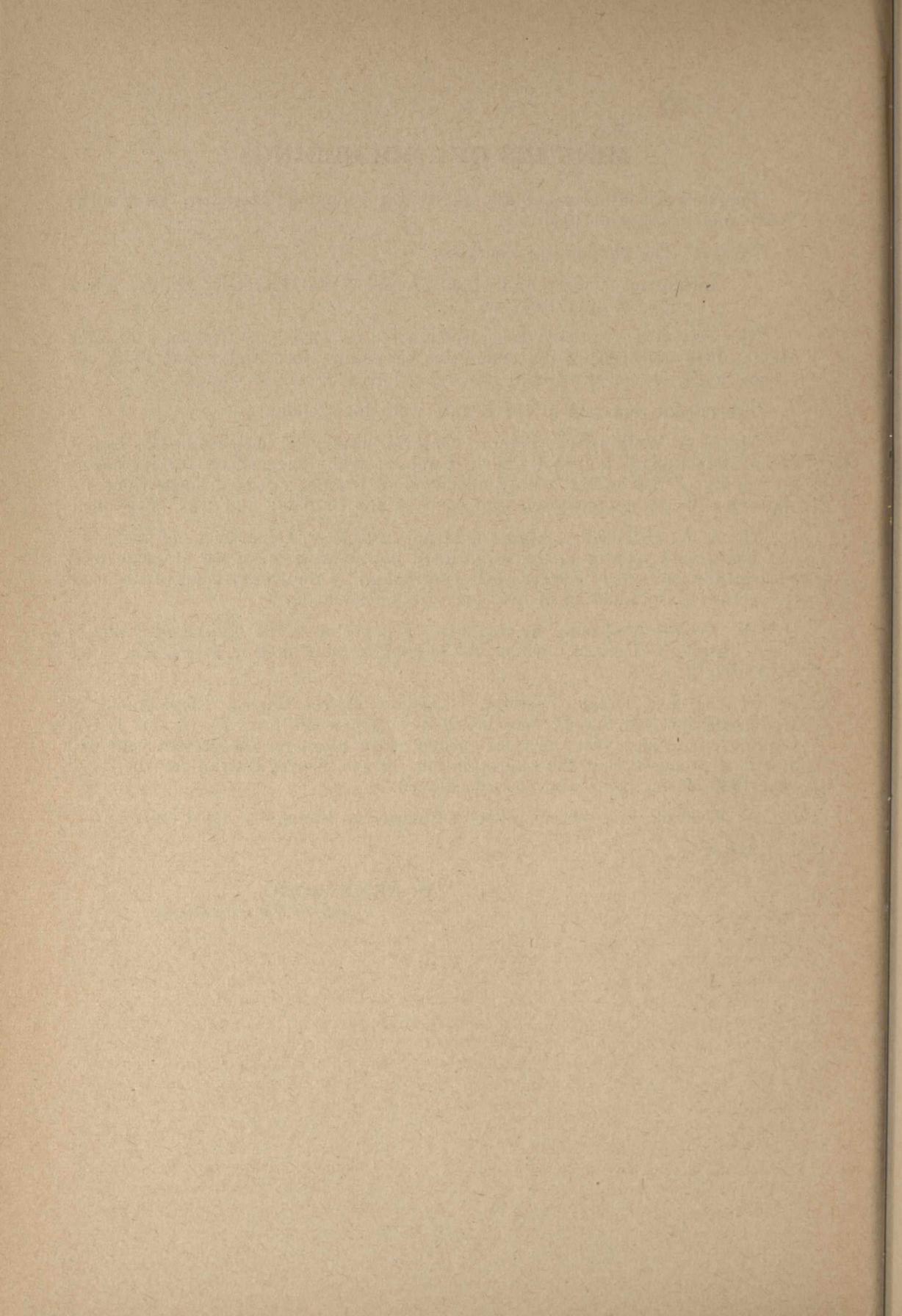
Dr. Needler filed with the committee a paper on "The Estimated Value of Sports Fishing to Canada," which was ordered to be printed in the record. (*See Appendix "B"*).

Mr. D. Leo Dolan, Director, Canadian Travel Bureau, Department of Reconstruction and Supply, was heard in a review of the work of the Travel Bureau for the past year; gave an outline of the plans for the present year and how it is proposed that the appropriation for the Travel Bureau for the fiscal year 1949-50 be spent; and was questioned.

At 1 o'clock p.m. the committee adjourned to the call of the Chairman.

Attest.

H. ARMSTRONG,
Clerk of the Committee.



MINUTES OF EVIDENCE

THE SENATE

OTTAWA, Thursday, March 31, 1949.

The Standing Committee on Tourist Traffic, which was authorized to inquire into the tourist business, met this day at 10.30 a.m.

Hon. Mr. BUCHANAN in the chair.

The CHAIRMAN: Our plan was to hear first from Mr. Dolan, but the suggestion has come from Senator Roebuck that we might hear Mr. Walkinshaw of Toronto concerning fishing. I thought we would have with us a representative from the Department of Fisheries; Dr. Bates, the Deputy Minister, promised to send someone. We have with us Dr. Solman of the Department of Mines and Resources. Senator Roebuck is better qualified than I to introduce Mr. Walkinshaw, so I will call on him for that purpose.

Hon. Mr. ROEBUCK: Mr. Chairman, I do not know that Mr. Walkinshaw has any official position or that he represents any constituency of fish, but he has pulled a lot of them out of the water. I have heard him tell many stories of his fishing experiences and his knowledge of fish. We are a tourist traffic committee and, as I said at one of our opening meetings, the biggest factor in tourist traffic is fish. Many tourists come here for nothing else but to fish and if they capture a few it adds greatly to the spice of their trip and they go home and talk about it. Mr. Walkinshaw is here at our request, and I can assure you that he is very familiar with the subject of fish. He is not a technical expert, but is a sportsman who has followed the sport of angling for years; he is a businessman and a citizen who enjoys the natural resources of our country. I now present Mr. Walkinshaw.

Hon. Mr. CERERAR: There is an old saying that all fishermen are prevaricators.. Can you vouch for that?

Hon. Mr. ROEBUCK: No, not if Mr. Walkinshaw tells about the fish he has caught.

The CHAIRMAN: Mr. Walkinshaw: as Senator Roebuck has said, this is a tourist traffic committee whose purpose is to promote the tourist trade in Canada. It is along those lines that we should like to hear any suggestions or observations you would like to make concerning fishing conditions. You may go ahead and tell your story as you wish.

Mr. C. A. WALKINSHAW: Mr. Chairman, it would be a hardy fisherman or any other person who would come before a group of grey-haired venerable gentlemen such as this to tell his story. I have no funny stories to tell but I just want to tell about my experience as a tourist fisherman—I have met hundreds of them.

The American tourists come here for a definite purpose. As Senator Roebuck has said, the majority of them come to fish; they bring a rod or two in every car; if they do not have a licence when they come, they soon purchase one. They come from their depleted waters and look upon Canada's lakes as a perfect haven for fishing. We might consider the private life, so-called, of the fish; their housing is a very important feature; the habitat has a very definite relation to fishing. Of course the Americans have good fishing too.

I have made a few notes to guide me, and if the honourable members will bear with me I should like to speak more as a fisherman than as a biologist. I have a feeling of good-will towards the Americans who come to visit Canada and

spend their money here. I feel their presence is good for all of us. It is from that point of view that I wish to talk this morning.

Hon. Mr. ROEBUCK: It is perfectly all right to read from notes; that is done all the time.

Mr. WALKINSHAW: If I may, I shall refer first to the question of licence fees, and in this respect I am speaking only of the province of Ontario. In this province the licence fees amount to about two and a half million dollars. That is the amount Americans pay in licence fees only and the sums they spend for other purposes amount to a great deal more.

Hon. Mr. CRERAR: What percentage of that amount would you expect to be from American tourists?

Mr. WALKINSHAW: That is all from American source. We have no licence fee for our fishermen in the province of Ontario. The anglers have asked for it for a long time; we thought it would be a good thing for the province, but our government has never been prepared to make a licence fee. The reason we want to tax ourselves is that when a man wears a button or some identification showing that he has paid a licence fee, and we find him with thirty or forty small trout in his creel, we have some chance of reporting him, whereas, if he has no identification the average citizen does not get around to reporting him before he gets away.

The CHAIRMAN: On that point I wish to be clear. Do you say that the province of Ontario requires no licence fee for fishing?

Mr. WALKINSHAW: Not of any kind.

The CHAIRMAN: In Alberta, where I live, every citizen who fishes in the streams has to take out a licence.

Mr. WALKINSHAW: We have nothing like that here.

Hon. Mr. HORNER: A licence fee is also required in Saskatchewan.

Mr. WALKINSHAW: We believe that every man over sixteen years of age should pay some fee. We do not propose to keep the boys from fishing in the streams, but we feel that the fishermen in the lakes should make some contribution. There are some 200,000 anglers organized in clubs, and if these men paid a small fee it would make a nice nest-egg.

Hon. Mr. HORNER: You would require the fee to be used in re-stocking the lakes?

Mr. WALKINSHAW: Yes. We have appended that provision, that if a fee is collected it must be used for the propagation and the studying of the habitat of fish.

Hon. Mr. ROSS: How much do outsiders pay for a licence fee?

Mr. WALKINSHAW: The family licence is \$8.

Hon. Mr. ROSS: That is \$8 for the season?

Mr. WALKINSHAW: Yes, \$8 for the season.

Hon. Mr. ROEBUCK: Is that not pretty high?

Mr. WALKINSHAW: I do not think so. That may cover three or four fishing rods. The fee is \$5 for individuals. It is not any higher than any state in the union, and many states are higher.

Many Americans who come here inquire, "Where can I get a launch?" "Where can I get some bass?" or "Where can I find good muskies or pickerel?" Where are the places to go? Many Americans come back year after year, and I figure that they are giving Canada a large summer population of good paying guests. They have tremendous buying power and they spend a good deal of money here. They are only after the game fish: bass, pike and muskallonge. I do not intend to talk about any other fish because those I have named are the

only kind that they come for. Some tourists are quite happy if they catch crappie, pumpkinseed or mud pout. Some fishermen call that trash, but I have seen tourists in Rice Lake and the Kawartha Lakes figure they have had a good day after making a haul of pumpkinseed or, as some call them, sun fish. They are quite satisfied. There are also some dyed in the wool fishermen who want muskallonge and they will travel hundreds of miles to catch one. Incidentally, the record muskallonge was caught in the state of Wisconsin. It may surprise you to know this, but in the annals of American fishing, Canada holds only two records for the largest fish caught, one, the speckled trout and the other, the lake trout. They have large fish in the United States but still their citizens come over here to fish.

Many of our fishermen in our clubs and associations claim that we ought to restrict our fishing to Canadians. One of the reasons that I came here this morning was that the only other two men that I could suggest that might be able to tell you more than I could about this, are very much opposed to tourist traffic. This is perhaps a small idea, but they claim we should keep our fish in Canada. They claim the Americans have fished out their own waters and that is why they are coming here.

I have a different angle than that. I believe we can grow fish here. In other words, we can have our fish and eat them. If we grow fish in sufficient quantities we will have enough for the tourists as well as for ourselves. Americans are making big efforts to keep their fishermen at home. Millions of dollars are spent advertising fishing in all states. The advertising done in Michigan, Pennsylvania, Ohio and other eastern states is tremendous. The state of Wisconsin advertises its fishing facilities in practically every magazine. Therefore we must get the fishermen that want something that they have not got in the United States.

I know nothing of the economic factors of the tourist traffic other than the need for dollars, but I do think that the millions of dollars the tourists spend in both accessible and inaccessible waters are helping to keep up fishing for our local fishermen, through supporting the government hatcheries, and protection service; to say nothing of the better accommodation they enable the outfitters to provide. There are only one or two Canadians fishing in our rivers and lakes throughout the province to every hundred Americans. If any of you gentlemen went around the island of Manitoulin in the months of July and August you would think that the whole state of Ohio had moved over there. Lake of the Woods, Quetico, and Manitoulin get American tourists. Instead of restricting fishing by tourists, I would prefer to find out if we cannot grow the crop of fish they want. I would like to suggest what might be done. There is nothing new in these suggestions, but they must be made more effective and enlarged in operation.

What about these bass? Bass can be raised in ponds when the natural conditions and their spawning habits are maintained. This is being done artificially throughout the province. Many more such rearing ponds are required to restock heavily fished areas. Muskallonge are also raised easily to fingerling size in the hatchery by well-known methods; and the feeding of them to secure the size ready for release, about 9 to 12 inches in one year, has been accomplished satisfactorily in the one and only hatchery in this province. I take a little feeling of pride in the fact that perhaps I helped to get this muskallonge hatchery going. They told us for many years that we could not raise muskallonge in the province of Ontario. The biologists said that it was a food problem. I said "All right, supposing it is. We can raise minnows by the thousands". I tried raising them. I had twenty-four samples and I raised thousands of them in a little pond. I digress to tell you about this fact because this is the problem in

raising muskallonge, which is the choice fish of the American tourists. If he spends \$500 and catches one muskallonge he says "Look, I've caught a twenty-four pound muskallonge" and he goes away happy.

Lake trout, pickerel, and pike appear to be able to establish themselves, or at least to hold their numbers more satisfactorily. Intensive study is required on habitat conditions for the bass and muskallonge. We think the hatcheries are becoming outmoded. One or two American hatcheries have been closed and they claim the fish should be given a chance to hatch naturally. We have twenty-six or twenty-seven hatcheries in the province but we cannot scratch them all because some of them are commercial. I do want to point out, however, that people are now beginning to think that natural habitat is the thing to develop. If natural reproduction will not work sufficiently to the need, and it seems that it will not, we ought to know what lakes should be closed and for how long.

An illustration of benefit of research was contained in work recently done by Mr. Petersen of the Royal Ontario Museum. He has been doing research work on the moose. Funds for this work were supplied by an outside conservation body. It was not a government-sponsored project. Mr. Petersen found that people were calling for the closing of the moose season as a conservation measure. The moose were getting fewer all the time. He made an intensive study of the moose on an island in Lake Superior and he discovered that hunting is not the main factor, not even a large one, in the diminishing numbers of the moose. Food appears to be the limiting factor. There again it is a question of habitat. Apparently they consume about 50 pounds of food a day, and to get this food in the winter months is almost impossible in many areas. A survey showed that when the deer and moose could get food, they congregated. Their old enemy the wolves also congregated at the same time, but the healthy animals could cope with their predators. Therefore, it was proven that the wolves and hunting were not the biggest problems in the conservation of the moose.

There would be no need to advertise our fishing if we could promise two and a half pound bass to tourists. If, as the tourist outfitters of Northern Ontario say, one moose is worth \$1,000 to them, I think each musky in our waters is worth \$100, and each bass about \$10, from a tourist's point of view. The muskallonge are our largest and gamest sport fish. The muskallonge is the best fighting inland fish in the world, and we have all the muskies there are in the world. However, these fish are disappearing rapidly. Where you could catch two or three in a day at one time you can only catch one in a week now. I know because I have fished for them. Of the twenty-six or twenty-seven hatcheries in the province, only one is raising muskallonge.

Big pike in the Georgian Bay waters are a huge asset, but there are thousands who fish bass in this area from July 1st to the closing day, every day of the week. The pressure is tremendous. I was fishing in the Georgian Bay last summer and I know that the pressure all along the bay is terrific. Most persons fishing were American tourists.

Most of our national parks are handling as many tourists as the present conditions, that is, boats, guides and accommodation, will permit. The tourist is prepared to pay well for his fun. Not many of them are hollering about the fish but they are hollering about having better guides, better boats, better meals and better accommodation. They particularly want better guides and I think they are entitled to them. Some method of standardization of guides and fees and penalties for gross overcharging is required. There is a lot of overcharging done. Strict supervision of all guides is necessary, and only licensed guides should be allowed to act for pay. The tourist does not mind paying good money for a good guide. I remember paying \$17 for an Indian guide and I did not mind it at all because we went out and caught a lot of pike in Georgian Bay.

but I would mind paying \$8 or \$9 to a man who does not know anything about his work. The Lake of the Woods, Manitoulin and Algonquin Park, the Kawarthas, Haliburton and Muskoka are well known areas to Canadians, but one of our great and lovely parks is not so well known to Canadians—the Quetico Superior. The United States government is anxious to join Canada in protecting this park, to keep its wilderness character intact and to preserve the beauty spot as a memorial to the men who died in both world wars. You will be hearing more about this before long.

HON. MR. CRERAR: Where is this park located?

MR. WALKINSHAW: In the Lake of the Woods area, with the state of Minnesota on one side and the province of Ontario on the other. The United States has made a tremendous effort in connection with this project. Twenty-four million Saturday Post readers have been given an idea of its possibilities, along with hundreds of other periodical readers throughout the country. A splendid movie on this project will shortly be available in 16 millimeter film. This unique area should be left as real wilderness, available to canoe travel only. In other words, we want to remove travel by motor boats. No attempt is being made to hamper mining or lumbering but it is desired that the timber be left by the water's edge. It is desired to conserve this area as one place in Ontario where a man can go and find things in their natural state, without finding hot dog stands or cottages and so on.

I wish to mention that the revenue from the Algonquin Park is about \$22,000 a year, which is not very much; from Quetico the revenue is about \$6,400; and between \$10 and \$12 million is left by tourists on the American border of this area each year. We could invite them into this district, which is Canada's only real wilderness area.

I refer now to the question of the water levels in the tourist areas; this is of course within the jurisdiction of the Dominion government. As you know lumbermen in the spring want the water level raised eight, twelve or fourteen feet to float their logs down. The raising of the water level is something which the Dominion government should supervise most carefully.

The revenue from hunting in Ontario has been growing recently. Thousands of moose and deer are exported each year. In our Ontario law we have a proviso which allows the collection of a bounty on bear. Many of the tourists like to see bear; the average person knows that few of them would hurt anybody. I think it would be a great pity to pay a bounty on this animal. The figures are quite interesting: In 1946-47, some 946 bear were killed, and 509 were killed in 1947-48; 327 of this latter number were taken by tourists. That shows that the bear is definitely a tourist attraction. Ontario proposes to prohibit the hunting of moose for two years, in order to study the situation and determine what is happening to this animal.

To sum up, I would say that we are compelled at once to look into the private lives of our game fish. Much more moneys should be spent on research on at least two fishes, and the habitat of all our game fish. If the senators' committee could get this need across to the authorities it would be the finest contribution it could make to tourist traffic. I understand that the responsibility for Canadian fish is an involved question, and I do not propose to discuss it. But if the provincial governments will not or cannot spend enough money for research concerning the game fish population, then the federal government must be prepared to step in. The provinces are in charge of our game and wild life, but if they fail to make a proper provision the federal government will have to give some assistance.

There should be a closure of more lakes for short periods of time, perhaps one to three years, to allow the breeding stock to recover. Too, guides and resort owners should be more tourist conscious from the point of view of service. Much

better accommodation is required. The interior of Quetico Superior country, including the Quetico provincial park area, should be declared and kept a wilderness area for the benefit of Canadians and Americans particularly. It is the last remaining wilderness area in this province. Further, I believe that typical Canadian dishes should be served at hotels and tourist resorts. We have in this country lovely fish, maple syrup, and fruit, yet we are compelled to eat dry, tough beef; white fish, pickerel and lake trout could just as easily be served; also, far too much canned goods is offered to tourists. This morning at the hotel I had a breakfast of lake trout, which is the finest I have eaten in a long time. Not nearly enough fish is served in this country. Another improvement in the tourist service would be to supervise, license and train our guides. The average guide does not know enough to wash his hands before he serves you dinner; you have to tell him the second time, and then he does not use soap. Only two provinces in Canada are doing any research on Canadian fish. This enterprise should be greatly extended.

I should like to see in Canada more Canadian ensigns and flags displayed. Perhaps this does not mean so much to us, but it gives us a national conscience, and the tourists like it.

There should be consideration given to the regulation of tourists and others landing in Canada by air for fishing and hunting. Regulations have already been undertaken by Ontario, and should be under consideration in other provinces. For instance, tourists were flying into the James Bay area to look for geese and ducks. So much flying was done and so many planes were overhead that it was found that the geese and ducks who came to rest on the flight between Ellesmere Island and Central America were disturbed and flew on before they were properly rested. The Ontario government had to step in and restrict the flying over this area; it provided a landing area, beyond which planes were not allowed to go. In one area geese and moose were being hunted by plane.

Something should be done to save the ducks and geese who are being lost because of oil slicks in the St. Lawrence River and Niagara River. I do not know how the problem can be avoided, but it appears that when the birds light on the oily water it is impossible for them to take off and fly again. Thousands of birds have died as a result of this oily substance.

Strict regulations should be made for the use of spring and air guns in the hands of boys, with a view to saving our owl and hawk population. Many tourists like to hunt the wild life with a camera; they are not interested in fishing or hunting, but take a great deal of pleasure in taking pictures. These birds should be free to fly about to the enjoyment of the naturalist who gets more fun out of taking their picture than shooting them.

To preserve the beauty of our scenery we must impress upon the government the need for regulating and cutting of timber along the shorelines in the recreational areas. When logs are left in streams long enough, they create a pollution. The spruce bud worm causes enough trouble without cutting our timber down to the water. Large corporations hesitate to clean up the waters and continue to dump much foreign matter from pulp and paper, and other mills. Unfortunately, the people who do this thing regard themselves as important, and disregard the damage they do.

We in Canada should attempt to cash in on our colourful past. I think we have something to gain by having our guides dress in a more colourful style. We have the background of the French *coureurs de bois*, lumberjacks and our own Paul Bunyans. Guides should not look like city bums, wearing a pair of sneakers, an old suit and a dirty sweater. If they would wear a pair of higher boots, roll their socks down over the top of them, and put on a colourful checked shirt, they would look the part. One often hears a tourist remark about a guide who is smartly dressed.

I have covered my points, some of which may not mean much. On the other hand, I have expressed a few ideas which I hope may be acted upon by the members of this committee.

Hon. Mr. HORNER: Did you ever catch a fish with a haywire snare?

Mr. WALKINSHAW: Never.

The CHAIRMAN: This talk, Mr. Walkinshaw, has been most interesting and thought-provoking. As to the procedure we will follow, since Mr. Walkinshaw has been talking about fishing it might be appropriate to hear from a representative of the Department of Fisheries concerning research and other matters, then we could hear Mr. Dolan. First, I wish to ask a question of Mr. Walkinshaw. You said that only two provinces carried on research into fish. What provinces do you refer to?

Mr. WALKINSHAW: Ontario and British Columbia are, I believe, the only provinces which have any extensive research. Of course I am not as familiar with the other provinces.

Hon. Mr. HORNER: You mentioned the problem of hunters flying into certain areas in Canada. During the last two years there has been a considerable amount of flying into the caribou country. I was on the train from Regina recently, and I talked to some American hunters who had shot their quotas. One fellow said he had picked up a caribou at 2 o'clock and was in Regina that night at 6 o'clock. They had a camp there, which was run by the government, and they were shooting in the caribou country. At that rate, our game will not last long.

Mr. WALKINSHAW: No country can stand that kind of pressure. I may say again that a great many sportsmen do not agree with me at all. They think we are selling ourselves down the river. On the other hand, Americans have come over here to address our clubs and organizations and have told our people that they are fools for selling everything for nothing. They claim that we are charging too little while giving access to the best we have. Americans are flying to our fishing locales now, and they make the trip in very short time.

Hon. Mr. HORNER: As far as flying up for caribou is concerned, these people do not spend much money. They just hire a plane in the United States and they do not stop over at all in this country. They just travel to the place and pick up their caribou and go back home.

Mr. WALKINSHAW: You can imagine how plentiful fish are in a small lake that has never been fished in. Well, when somebody comes in by aeroplane and offers bait to these fish, he can clean out the best in a single day. By permitting this sort of thing, Canada gets nothing out of the traveller except a licence fee.

Hon. Mr. HORNER: I was particularly interested in what you had to say about meals for tourists. Americans have told me that they have received much better and less expensive meals on their own railroads than they do here. Our railways have increased the cost of their meals by 100 per cent in the last two years, and the Americans claim that the quality is not as good as they get on the American trains. I think the tourists should be given some of our native grown food rather than canned stuff. It would be a treat for them. Americans will put up with poor accommodation without too much complaint, but they do expect good meals. They get good meals in their own country and they want them here.

Hon. Mr. ROEBUCK: The suggestion of training guides, registering them, and seeing that they behave themselves and give good service for their money, seems to me to be a practical idea that could be easily carried out.

Hon. Mr. HORNER: What about classifying the guide as first or second class on his licence?

Mr. WALKINSHAW: They are hoping to make the guide situation much better in this province. It might be a difficult thing to reach a standardization of fees because some work much harder than others. There are guides who would take parties out for one day and there are others who travel with a party for one or two weeks and they have to know how to feed the people, take care of the camp, and so on. As long as a guide gives full value I do not think it makes much difference what he is charging. Americans are accustomed to paying high prices in their country but they are also accustomed to receiving full value for their money. I went on a two-week trip through Algonquin Park and had a woodsman as a guide. He cut his foot. A man can make a mistake like that, but he was useless to me for four or five days of the trip. We had to look after him and all he could do was paddle the canoe. It seems to me that he was not quite as good a guide as he should have been.

Hon. Mr. GERSHAW: I think the idea of having special clothing is important.

Mr. WALKINSHAW: I think so too.

Hon. Mr. GERSHAW: The colourful uniform of the Mounted Police has been quite an attraction to the American tourist.

Mr. WALKINSHAW: You would be surprised how many people mention that fact. If the resort owners were wise perhaps they would see that those who work for them wear certain uniforms with a special cap or sash or something to distinguish them as guides. I think the American tourist would go for that.

Hon. Mr. PIRIE: I think a lot can be done to educate the guides, but I doubt very much whether you can grade them as Grade 1 or Grade 2. I think if these suggestions were put before a guides' association meeting—we have one in the province of New Brunswick—it would serve a good purpose. If they were encouraged in this way to have more pride in their work, I think it would be more to the point than by trying to grade them.

Hon. Mr. ROEBUCK: I was talking to a scientist from the United States. I am sorry we cannot bring him here, but he told me that the problem of fish, as has been stated by Mr. Walkinshaw, is habitat. The two points as far as habitat is concerned are food and air. I do not know anything about the food problem except that the base of the food must be vegetables. This scientist told me, and it struck me forcibly because I did not know anything about it myself, that the great limiting feature of our fisheries in the settled part of the country is the oxygen in the air of the lakes. When people are around lakes they throw things into it. That refuse is oxidized by the water. It goes to the bottom of the lake and the water there becomes deoxidized. The oxygen is taken from the water and therefore from the fish. He told me that the water in our lakes turns over twice a year, once in the spring and once in the fall. If you rob the lower stretches of the water where the sewage and so forth finds its way, the fish cannot survive in that water. Furthermore, our most valuable fish are the ones that live in cool waters and, as soon as the warm water of the upper region of the lake meets the deoxidized water of the lower region, the fish are killed. He also said that fish are so prolific that if you make it possible for them to live and thrive, the supply of fish can hardly be depleted because one fish will populate a lake, providing his progeny grows and lives to maturity. Mr. Walkinshaw, what can you tell us about his remarks?

Mr. WALKINSHAW: Our game fish are carnivorous and live on other fish. That is what makes them the sporting fish they are. Perhaps the most carnivorous fish is the muskallonge and the pickerel and they both thrive on smaller fish. You can catch trout in smaller areas by using fly bait, but these fish are also meat eaters and they want meat. I think that is a limiting feature. As far as deoxidizing the water is concerned, running water will oxidize itself.

Hon. Mr. ROEBUCK: Yes, running water oxidizes itself and that is why you find trout in running streams. The scientist to whom I referred suggests that a windmill should pump air down and keep the water turning over all year round.

Hon. Mr. HORNER: It is a strange thing but some lakes that would appear to have more fish than others do not have as much. For instance, there is a lake called Jackfish Lake which is situated north of North Battleford. That lake has been fished commercially for over forty years. A man who had been with the Saskatchewan government for years and who knew a lot about fish was lecturing to our school children. He told them that it was not right to cut down the timber that lies close to the lakes. I said to him later, "What puzzles me is that, while you have talked about woods being necessary around lakes and so on, why is it you mentioned a lake up north where the quota allowed was only 50,000 pounds while 200,000 pounds are taken from Jackfish Lake which is surrounded by prairie for the most part of the shore line?" He explained that in Jackfish Lake there was a larger area of spawning ground. He said that where you have a lake where there may be food, the main part in the protection of the fish is a large area of spawning ground. In a lake where there is a smaller spawning ground the eggs are laid in one mass, whereas if there is plenty of room the fish move forward and a larger number of eggs are fertilized. That is how this man explained the great production in Jackfish Lake. I remember one year when the quota in that lake was 225,000 pounds and the men were out on the lake with all their equipment, and in two days the government had to stop the fishing because they had gone over their quota. The fishing in that lake was just as good last year as it was forty years ago. That is an amazing thing. There must be something in the water in that lake that suits the type of fish there. It is an amazing lake for what it has produced in money. The whitefish taken from the lake is directly shipped to New York. I should like to digress for a moment to tell a little story. Up in Meadow River, near Meadow Lake in Northern Saskatchewan, someone suggested that we do a little fishing. I said "Well, how can we do that? We have no tackle." He just picked up a piece of haywire and said, "We don't need any fishing tackle." He put a loop in the wire and held it in the water where it was about three feet deep. If a small fish started to go through he would let it continue on its way, but when a big fish came along and went to go through he would pull the wire tight when the fish had passed half way through, and in this way he would catch the fish. Let me tell you that we caught quite a few fish by using that method. One fellow caught a whole truck load.

The CHAIRMAN: Are there any more questions to ask Mr. Walkinshaw? Thank you very much, Mr. Walkinshaw. We shall now ask Dr. Needler to come forward.

Dr. A. W. H. NEEDLER, Assistant Deputy Minister, Department of Fisheries: Mr. Chairman and honourable gentlemen, the Fisheries Research Board of Canada, as you know, is a branch of the Department of Fisheries, and the direction of its work is under the Department of Fisheries itself. In the fundamentals I think that the federal government has responsibility for the maintenance of fish stocks everywhere, but it has delegated that responsibility to the provinces in a number of cases. Ontario, I think in the nineties, Quebec in 1921, and the Prairie Provinces later still when their natural resources were transferred to them, took responsibility for the maintenance of stocks of fresh water fish.

Hon. Mr. Ross: That would not apply to the parks portion.

Dr. NEEDLER: No—except the parks. The federal government has continued to take active responsibility—it still has a kind of a dormant responsibility for all fish...—but it continues to take an active responsibility as far as anadromous fish (e.g. salmon which are game fish) are concerned, and as far as fresh water

species in the Maritime Provinces are concerned. Consequently the research has been concentrated in those fields, and the Fisheries Research Board, through its establishments on the Pacific and the Atlantic coasts, has carried on research on the maintenance of salmon stocks and trout stocks. Those species are selected perhaps largely as an accident of geography, because they are the species that are important in the areas where the federal government is still taking the active responsibility.

I listened with a great deal of interest to Dr. Walkinshaw's very sound exposition. I think that one of the points that comes clearly from what he said and form the comments made on what he said, is that the problem of maintaining the fish stocks is an extremely complex one, and if one were to discuss the research programs in detail one could go on almost indefinitely. So I think, sir, it would be better for me to answer inquiries rather than to try to give a general account of the research that we are doing. But I will do just as you want.

Hon. Mr. HORNER: The federal government still look after the fish in all the national parks?

Dr. NEEDLER: Yes.

Hon. Mr. ROEBUCK: What do you say as to this oxidization of water?

Dr. NEEDLER: That is an important factor. In order to comment on it, the complexity of the subject comes up again. One of the panaceas which has been advocated is fertilization. There are no panaceas; there is no method of increasing fish stocks which is applicable everywhere.

Hon. Mr. ROEBUCK: What do you mean by "fertilization"?

Dr. NEEDLER: Fertilization of water; that is to say, adding nutrient salts to increase the food supply. The importance of the oxygen content of the water to certain species of fish is very great. It has come in as a factor limiting the value of fertilization, because as you said, when there is pollution and you increase the amount of oxidizable material in the water, it uses up oxygen. The same thing occurs when you increase the amount of food material in a lake and you have conditions in the winter when there is not a good source of oxygen because, perhaps, of lack of open water in the streams or the length of time for which a lake remains completely frozen. In the experiments we have carried on recently in fertilization, we have found that lakes which have been proved to be barren, in the sense that they had a low production in spite of a good reproduction of fish, when they were fertilized, the growth of the fish was improved. But even a moderate fertilization led to oxygen lack in the winter to a dangerous level; and that has been the experience of others who have investigated the problem thoroughly.

Hon. Mr. ROEBUCK: Have they ever investigated the adding of oxygen?

Dr. NEEDLER: I don't believe that anybody has ever studied the problem of adding oxygen, at least not to natural water.

Hon. Mr. ROEBUCK: Or "aerating" is another way of expressing it.

Dr. NEEDLER: They do it in hatcheries, in small ponds, but I don't think anybody has ever thought of attempting it in natural waters. That may be a lack of imagination rather than a practical impossibility.

Hon. Mr. ROEBUCK: Well, nobody suggested it but myself, and it may be a foolish suggestion. But why would not a windmill pump water down in the bottom of the lake and keep it up, keep the water turning up, bringing the water up; by supplying a little air it would rise as the bubbles went through it; with almost no cost beyond a little equipment, such as an iron pipe.

Dr. NEEDLER: It might be possible in some lakes, but there are some in which, perhaps, it would not be desirable to bring the bottom water up, because

that is the water where the oxygen is poor. I mean it would still remain a complicated problem.

Hon. Mr. ROEBUCK: But as soon as that water came to the top it would be exposed to the air. It is only from the surface water that you get any oxygen.

Dr. NEEDLER: That is true.

Hon. Mr. HORNER: What would happen in winter when that lake was frozen over?

Hon. Mr. ROEBUCK: Well, I don't know. I don't know anything about it. I am inquiring; that is all.

Dr. NEEDLER: I think it is in winter that the lack of oxygen usually kills fish in lakes.

The CHAIRMAN: From your acquaintance with inland fishing do you find there is a depletion in fish life going on all the time, at least a depletion exceeding the production through the hatchery system and natural growth?

Dr. NEEDLER: Well, sir, we come to the complexity of the problem again. There is no doubt that in some areas the amount of fishing is in excess of the supply, at least to the extent that when you have the number of people trying to fish that are now trying to fish, there are not enough fish to go around. There are a great many cases where people consider that there has been over-fishing. Actually, the total number of fish taken is almost what it was before, and sometimes greater, but when there are so many people catching them, the individual angler gets fewer. The question of reproduction which you bring in is one of the factors. There would be some lakes or streams in which other factors were limiting reproduction; in other words where the food supply or the environmental conditions, oxygen and so forth, or the activities of predators, whether they are fish or birds, are limiting the supply in spite of adequate reproduction. There are more instances of that kind, I think, than there are of cases where there is a real failure in reproduction. Mr. Walkinshaw gave his opinion that hatcheries were outdated, but I think it would be truer to say that some years ago hatcheries were regarded as the panacea, as the formula for assuring a high production of fish everywhere, and that there was on this continent more than anywhere else a big expansion in fish hatcheries, whether or not provided by government, but in the last decade or two it has been quite clear that, instead of hatcheries being valuable in all waters and with all species, there are only certain waters where the natural reproduction is insufficient—that is, it is our opinion that there still are waters, even in the case of trout, where natural reproduction is insufficient to make full use of the capacity of waters to increase, and in those cases—

Hon. Mr. HORNER: Do you think the hatchery is necessary in those cases?

Dr. NEEDLER: In those cases, and only in those cases.

Hon. Mr. HORNER: There are some lakes where the eggs will not mature, not develop, but small fish put in do all right. We have a lake in Saskatchewan where for years and years there was no fish. They stocked it with white fish, and they have done exceptionally well, they take ten-pounders now, beautiful fish. They have been making a study for the last two or three years, and they have come to the conclusion that there is no reproduction taking place in the lake. We considered the water too alkaline for fish for years, but the small fish were put in, in that case, and the only way we could have fish in that lake would be by small fish from the hatchery.

Dr. NEEDLER: That is true.

Hon. Mr. HORNER: That is the type of lake where it would be necessary to still continue—?

Dr. NEEDLER: Where the reproduction of young fish is inadequate, either because of water conditions in the lake or the lack of spawning grounds, as was mentioned. In those cases hatcheries are still of value. So far there has not been a really adequate assessment of our waters from that point of view, so I do not think it can be said anywhere that the products of our hatcheries are used to the best advantage; and that is where your investigation of the environment comes in. We need to know.

Mr. WALKINSHAW: Mr. Chairman, I was not implying that hatcheries are not needed or of no use. I think they are splendid. I think I should have said, if I did not say so, that these hatcheries in the United States were being discarded rather extensively in some of the States. Here we are quite proud of our hatcheries, but, as far as game fish are concerned, I do not think perhaps they are the most important item. Do you agree with me there?

Dr. NEEDLER: Yes, I think we agree exactly. The hatcheries are useful in some instances, but they are not the most important single factor.

The CHAIRMAN: Any other questions? We want to get to Mr. Dolan as soon as possible.

Hon. Mr. PIRIE: I would like to ask Dr. Needler a question about the netting of salmon at the mouths of the rivers, when they come in in the spring of the year to the mouth of the Miramichi and the Bay of Fundy. Do you think that is depleting the salmon that gets up our fish rivers for spawning?

Dr. NEEDLER: Well, you have opened a very controversial question. I would say frankly that we do not really know, and there are two sides of the question. We have done quite a bit of research on methods of increasing the production of small salmon, and we have some knowledge of the movements of salmon in the sea, but we have very little definite knowledge of the number of salmon that apparently are necessary to make full use of rivers. Now it is quite obvious, of course, that if the commercial fishermen catches a fish, that fish won't be caught by an angler, even if it would have been. I think it is also true that the commercial fishermen catch a lot of fish that would not be caught otherwise; commercial fisherman generally are catching quite a proportion of salmon that, when they are marked, do not appear in any angler's catch. I would go so far as to say that it is a really important matter from the standpoint of the commercial fisheries in salmon rivers to know more about that subject. We have plans under way now, if we are given the funds, to make an attack on the problem of how many salmon are required to seed a river naturally.

Hon. Mr. PIRIE: Did I understand you to say, Doctor, that certain salmon would never take a fly in fresh water?

Dr. NEEDLER: I did not mean that. The netting that has gone on near the mouth of rivers does not necessarily catch only salmon which are on their way into rivers at that time. For example, the Miramichi drift net fisheries and the Margaree trap net fisheries, near the mouths, have shown that quite a proportion of the salmon are going elsewhere; consequently, one cannot say that salmon caught near the mouth of a river are on their way up and are being removed from the potential angler.

Hon. Mr. PIRIE: But they are on their way up some fresh water river?

Dr. NEEDLER: Yes, I would think so. They are not necessarily on their way up a river where the number of salmon is limited to the angler. The number of salmon available is not the only factor that limits the angling; there is the question of the water flow that brings the fish in at the right time, and the conditions under which they will take the hook.

Another point that should be considered about the relationship between the commercial fisheries and angling is that there has been wide natural fluctuation in the abundance of salmon in recent years. In Northern New Brunswick the salmon have been at a pretty low ebb; it must be remembered that they were at

a low ebb within the last century, and they increased again. It is very difficult to assess the extent to which these natural fluctuations are responsible for the scarcity. It might be unjust to commercial fishermen, who make their livelihood from fishing, to assume that the reason salmon are scarce is because they are catching too many in the sea. Statistics of commercial fisheries and angling when taken together—though they are not as good as they should be—indicate that the two go up and down together, rather than being complementary to one another. Of course, they might go down because too many fish are being caught and still fluctuate together. However, we are left with the fact that at one time in the past, when the fishery was at a lower level than it is now, the salmon became scarce. Then they came back and later became scarce again. So it remains an open question.

Hon. Mr. ROEBUCK: Dr. Needler, what is your opinion on the suggestion that rivers are being polluted by big companies, such as pulp companies, who dump effluvia into the water?

Dr. NEEDLER: I think it is undoubtedly true that the rivers may be polluted, and that it is well established that in some cases it has done damage. The big problem in approaching any case of pollution is to decide which of the two alternatives is the more costly to the community. It is a question of whether it is more beneficial to the community to prevent pulp companies—and they do not want to lose pulp in the water—from dumping substance into the water, or to preserve the fishing. In other words, is it a greater loss to the community to lose the angling or the pulp business. I think a fair analysis of the situation would show that it might cost the community as a whole considerable to force the pulp people to cease their operations and keep fine materials from going in the water.

Hon. Mr. ROEBUCK: I do not think it is pulp but rather chemical by-products that are being dumped.

Dr. NEEDLER: That is true: it is sometimes pulp and other times chemical by-products and certain large materials. Continual effort is made to keep pollution to the minimum which the traffic can stand.

Hon. Mr. ROEBUCK: I am told that if the companies would dump their by-products into sand, to be filtered before reaching the water, that would be a solution to the problem.

Hon. Mr. PIRIE: Dr. Needler, there are a great many outboard motors being used on fresh water rivers where salmon spawn. Do you think the operation of these motors is a hindrance to the life of the fish?

Dr. NEEDLER: Do you mean that it makes them less likely to take the hook?

Hon. Mr. PIRIE: No, I mean would the fish go to rivers where there is a considerable noise from these motors and an oil scum forming on the water from exhaust?

Dr. NEEDLER: I have no definite knowledge of this subject, but I would think that the noise from an outboard motor would not be a serious factor.

Hon. Mr. PIRIE: Do you not think that the pollution from oil dripping from the motors and smoke from the exhaust would have a detrimental effect on the life of the fish?

Dr. NEEDLER: I think it is usual that when outboard motors are used, the streams are fairly large, and I would doubt that the volume of pollution would be great enough to be detrimental.

The CHAIRMAN: Would the committee wish to discuss the fish question further, or should we now hear from Mr. Dolan? We have one or two others from whom we could hear later on. What is the wish of the committee?

Hon. Mr. PIRIE: We will hear Mr. Dolan now.

The CHAIRMAN: Thank you, Dr. Needler.

Dr. NEEDLER: May I make one suggestion before leaving? I have here a report made in 1944 by a Joint Committee of the Fisheries Reserve Board and the National Research Council. It took two or three years to prepare, and should perhaps be called to the attention of the committee. It is called "The Estimated Value of the Sports Fishing to Canada", and consists of three pages. If the members of the committee are interested I can make it available to them.

The CHAIRMAN: Perhaps we could add it to our report and have it published. Would the members of the committee be agreeable to that procedure?

Some Hon. Senators: Yes.

(For report see appendix at end of today's proceedings.)

The CHAIRMAN: We will now hear from Mr. Dolan. You have been before us previously, Mr. Dolan, and you know what we want.

D. Leo DOLAN (Canadian Travel Bureau): Yes, Mr. Chairman. As you know, I do not usually prepare any large submission, but I try to tell you each year what the record shows of the activities of the Canadian Government Travel Bureau.

Last year, 1948, we had our largest tourist year in the history of Canada, with a greater number of people and an expenditure reaching the all-time high of \$282 million. I propose to tell you briefly what part the federal government played in that field. We do not claim to have been altogether responsible for the big year, but with typical humility we claim to be responsible for most of it. To give you some idea of the activities of the federal tourist bureau in the past few years, I shall present a few statistics.

Last year, for instance, the Bureau handled some 276,000 direct tourist inquiries, of which ninety-eight per cent was the result of advertising and publicity campaigns carried on by the department. That figure can only be made intelligible by stating that there are now three bureaus in the United States which, combined, handled the number of tourist inquiries that we did in Ottawa last year. It is quite easy to prove that there is no tourist bureau in the world replying to as many inquiries as we do. Our increase last year over the previous year was 131 per cent, and as a result our staff had to be increased to handle the volume. Today we have a staff of about 70, and last year we sent out tourist literature totalling 1,759,929 pieces.

For instance, if we receive an inquiry from a man in Akron, Ohio, one letter does not suffice to answer him. He may ask us about some of the features of which Mr. Walkinshaw and Dr. Needler have been telling us. He may ask about fishing, or scenic resorts; the supplying of an answer may necessitate five or six operations within our department. The figure of 70 in respect of staff is an increase over last year, but it must be remembered that the bureau is purely a service organization and has to have a large number of people to answer these inquiries. We are getting more inquiries per day now than we did a year ago, which is a fairly reliable barometer of the potential business in 1949. Last year I was bold enough to predict that 1948 would be our biggest tourist year in the history of Canada. I think now that 1949 will be equally as big, assuming that we can use the number of people writing to us as a barometer. We are now receiving an average of 1,664 inquiries a day.

Hon. Mr. ROEBUCK: You have heard the aphorism that the best reward for work well done is more work to do.

Mr. DOLAN: That being so, I am "Exhibit A" in truth of that statement, Senator Roebuck. Last year, in answer to inquiries, we sent out some 6,500 bags of mail. We sent out 35 to 40 bags of mail every day. During the month of January of this year, when our advertising was running in the United States, we received 13,943 inquiries. In February we received some 36,000 inquiries, making an increase of 42 per cent for these months.

Hon. Mr. BISHOP: Would the larger part of the inquiries come from people seeking information about hotel accommodation?

Mr. DOLAN: Everything is included. It is a wide variety of things. They may ask for a highway tour through any part of Canada, or for accommodation in a large or small place. They may ask for fishing information. It is really amazing the number of things they do ask about. Some of the letters are rather amusing. I have one letter here which asks for a suitable place for a honeymoon outside of a city but not too far because the bride is easily frightened by wild animals. When anybody asks me what inquiries are made I usually have something like this to take out of our files. I have a letter here from a road builder in the United States who travelled through Canada last year. He made some reference to the fishing that was not too nice, but he went on to say that he built highways in Ohio and he described how we should build roads in Canada. It is a three-page letter, single spaced. The American people are very prolific writers. When they tell us that our roads are terrible—and there is a lot of truth in that—they do so in a nice way. This man told us that because our roads were so bad he had to put a lot of repairs on his car when he returned to the United States. He told us of the highway he built for the government of Ohio and he told us how to build a road here. I sent the letter to the Departments of Highways. These inquiries nearly all come from the result of our advertising. We extended our advertising very considerably because the government has been good enough to provide our department with more money.

The CHAIRMAN: Could you tell us the appropriation for the department and how the money is being spent?

Mr. DOLAN: Most is spent on advertising.

Hon. Mr. Ross: You spoke of 42 per cent more inquiries this year. What is that compared to?

Mr. DOLAN: That is over last year, and is for the first three months of this year. We shall have an appropriation in 1949-50 of \$1,298,000. A year ago we had an appropriation of \$1,038,000. We have been given an increase of about 25 per cent in our appropriation this year. One reason for this is that the advertising costs have gone up. They have particularly been increased in the United States. The cost of printing has increased, the paper costs have gone up, and this has resulted in an overall increase in advertising to almost the same degree as the increase we received from the government.

We have found out that our advertising should be done in colour in the larger magazines. We have extended our colour advertising because we have found that there is tremendous competition for tourists on the North American Continent. This competition is increasing year by year. A few years ago when this Bureau was organized, as the result of recommendations from this committee, there were only ten or twelve states in the United States that had tourist appropriations. Today 44 of the 48 states of the Union are appropriating money to encourage travel in their own states. They are appealing to their nationals, for instance, to fish in Wisconsin rather than in Ontario or Quebec or British Columbia or wherever it may be in Canada. We are certainly in a highly competitive field and I think it is sensible that we have increased our advertising. We have made advertising more attractive by the use of colour. Members of this committee who are interested in travel movies know that the day of the black and white picture is gone. To be attractive, a travel movie has got to be made in colour. Magazine advertising has reached the same stage. We have to compete with Southern California, Wisconsin, Oregon, and other of the states of the Union which are spending large sums of money for colour advertising in national magazines. This year we will spend \$875,000 as against \$700,000 a year ago.

Our own publications have to be increased in numbers because more and more people are asking about Canada. Last year we spent \$208,000 and this year we intend to spend \$250,000 towards this end.

There is a small increase of salaries of about \$8,000, but the increase in the budget this year for the Travel Bureau is in advertising and in the publications. But we have gone into an expensive advertising campaign in the American newspapers. We have extended our newspaper advertising for several reasons. More newspapers in the United States are now carrying travel columns and have travel editors. When I was a newspaperman we never heard of a travel editor, but today every large American newspaper has one who runs a travel column. The result of this is that we get more publicity for Canada through travel columns than through any other form of public relations work. This is because the travel editor of the publication in the United States is asking for information. You are not asking him to publish it. As a newspaper publisher, Senator Buchanan will agree that if you want something published in a newspaper it is easier, if the editor asks for it than if you have to sell him on the idea of printing it. The life of an advertisement in a magazine is longer than that of an advertisement in a newspaper, but the continuity given in the newspaper is far better and certainly pays dividends for the money spent.

The CHAIRMAN: You will find more reading matter in the travel section of the daily newspaper than you would get in a magazine.

Mr. DOLAN: That is why we extended our newspaper advertising program. I continually keep in touch with newspaper editors suggesting this or that story that they might use, and then they put their research men on the job. It has taken me almost two years to convince the comparatively new magazine *Holiday* that they should write a full article on Canada. In August of this year *Holiday* magazine will have an exclusive story, from cover to cover, about Canada. It is the biggest travel magazine in the world today. It is published by the Curtis people who have poured a lot of money into it. Several small articles have been written about Canada but this will be a full-length article. We keep in touch with the editors of the Curtis publications, the Hearst publications and others and supply them with leads regarding stories they can use about Canada. There is seldom a month that goes by that some large magazine in the United States does not have a story about some part of Canada.

During the latter months of 1948 we established exclusive film libraries in the United States. In co-operation with the National Film Board and the National Parks Branch of the Department of Mines and Resources, we decided the time had come when there should be available to organizations in the United States who desire travel films, some libraries of modern up-to-date travel films on Canada. Most of our travel films in the United States at the present time are outdated. They were taken years ago and they show old cars and women's dresses that are obviously far out of style.

Hon. Mr. ROEBUCK: That would be serious.

Mr. DOLAN: That may seem quite trivial but it is serious. As soon as Americans see a picture showing old-fashioned styles they say "Phooey, that's no good". A few years ago I would have made the same observation that you have made, Senator Roebuck. Americans are curious people. If you do not give them what they want you cannot get their business. We have established 62 libraries in the United States. We are going to add 5 or 6 films a year to our libraries and within a period of five years we are going to be able to say that there are 60 or 70 films in our libraries in the United States that can be secured by any club, organization or institute that wants to know something about this country. This is just a new project. It is perhaps not in perfect operation today, but if the provinces will be a little patient and let us get this thing going, at the end of five years, between the National Film Board and

ourselves, we shall have something Canada has never had before—adequate and modern travel film libraries in the United States. In addition we have been continuing making our sports films dealing with fishing and other sports. We are making sports films to be shown to the different sportmen clubs in the United States. Our films are all made with the idea that conservation is the thing that is going to maintain our fishing streams and lakes. Years ago we used to make sports films, and Senator Pirie—I do not think I served under him because he was in opposition when I worked for the Government of New Brunswick—knows that some of our films showed people holding up an extravagant catch of fish. That has proven to be bad propaganda. We do not promote anything like that now. The idea now is that if you are going to participate in the sport you must be a sportsman yourself. You have to keep the idea of conservation in your mind. But we are distributing some of our sport films through *Field and Stream* magazine. These films too are coloured.

Mr. Walkinshaw said that some of his associates in the anglers' club thought that tourist fishermen should not be allowed to come into this country. Naturally, I cannot agree with that. Besides—and I say this with sincere regret—I think the tourist angler and the tourist hunter have been better conservationists and have obeyed our fish and game laws to a far greater degree than have many of our own people.

HON. MR. ROEBUCK: There is no question about that.

MR. DOLAN: To say that tourist sportsmen are depleting our rivers, lakes and streams is nothing but pure nonsense and buncombe. Last year the Ontario Government's revenue from licenses issued to non-resident anglers was \$1,123,000. Resident anglers are not charged anything at all for a license. In 1947 the number of anglers who came into the province was 191,000. I have not got the 1948 figures.

MR. CHAIRMAN: You mean that those anglers came to Ontario from the United States and bought fishing licenses?

MR. DOLAN: Yes, Mr. Chairman.

THE CHAIRMAN: And they paid for those licenses the amount that you have stated?

MR. DOLAN: Yes, sir.

THE CHAIRMAN: Have you any way of estimating the total amount of money those people spent here?

MR. DOLAN: It is pretty safe to estimate an average expenditure of ten to fifteen times the angling licence fee, and I think those people would have spent close to \$20 million here. Senator Pirie was for a good many years Minister of Lands and Mines in New Brunswick. He is very familiar with the lakes, rivers and streams which attract tourists to that province, and I think he will bear me out that the average tourist angler spends while here an average of at least ten to twelve times the amount of the license fee. He has to pay for guides, and he buys gasoline and food, and he usually is a good customer of the provincial Liquor Control Board.

In Ontario a year ago there were 16,000 non-resident hunters, but the number of residents who took out hunting licenses was 220,000. I think the proportion of resident to non-resident anglers would be about the same. If I am right in this, a simple calculation will show that the number of residents who fish in the province is a very large one.

We have tried to attract outside anglers to the province and to direct them to places where they can get good fishing. I agree with some things that Mr. Walkinshaw said and for nearly twenty years I have been preaching them up and down the country. Maybe it is because I am a proud New Brunswicker, but whatever the reason I have urged in all parts of Canada that guides should

form themselves into provincial associations similar to the one in New Brunswick. The late Harry Allan established that association away back in 1898, I think, and it is doing down there some of the things that Mr. Walkinshaw says should be done elsewhere. As Senator Pirie knows, the guides in New Brunswick have been largely responsible for improvement in the fishing lodges in that province. The day is gone, Mr. Chairman, when the sportsman who comes to Canada wants to rough it. The way he wants to "rough it" nowadays is on good spring mattresses in clean rooms and in dining rooms where good food is served. There are no more tourists who want to sleep on a bunch of boughs, and no guide worthy of the name will operate under the conditions that prevailed in the horse and buggy days.

The CHAIRMAN: Some tourists who come to this country like to rough it a bit.

Mr. DOLAN: The Trail Riders out in your own province, Mr. Chairman, are a striking example of that, but the great mass of tourists want to enjoy their holiday in comfort. I would like to see a guides association in every province. In such an association the guides discipline themselves. If properly officered and directed the association will become the finest possible force for the conservation of wild life. That is only reasonable, because after all a guide is a capitalist who sets himself up in business to service sportsmen, and he would be a very stupid fellow if he allowed sportsmen to come in and ruin his business by taking more than the legally permissible number of fish or game or by being careless with fires or otherwise destructive. That would be ridiculous, just as it would be if Senator Duffus, who has a prosperous automobile business, allowed people to make a practice of taking out cars, tearing them to pieces and bringing them back in exchange for new ones. The guides in New Brunswick have through their organization disciplined not only themselves but also sportsmen. Greater emphasis has got to be placed on the conservation of our wild life, and an educational program with this end in view needs to be carried on throughout the country.

The CHAIRMAN: Are the guides organized in any other province?

Mr. DOLAN: I do not know of any other, Mr. Chairman. There used to be a splendid organization in Nova Scotia, but it went out of existence during the war. They used to attend sportsmen's shows in colourful costumes, as the New Brunswick guides did. I think an attempt was made to organize an association in Saskatchewan a few years ago; as I recall, they asked for some suggestions from the New Brunswick guides. Senator Horner may know about this.

Hon. Mr. HORNER: It seems to me that there was a proposal for an association.

Mr. DOLAN: This year we are also expanding our program of exhibits at travel shows in the United States. We have two exhibits that will travel to Chicago, Milwaukee, Minneapolis and Dallas, Texas, and also to San Francisco, Seattle and Los Angeles, that is in the areas from which we principally hope to attract traffic to the midwest and on the Pacific Coast. Last year we exhibited at shows in New York and Detroit. What we are trying to do is put on exhibits in eastern and western areas in alternate years.

Also, this year we are considering joining with the Junior Chamber of Commerce in an educational program of our own. We are issuing what we call a Travel School Manual. I had hoped to have copies of it this morning, but unfortunately the Printing Bureau is so pressed with work that it has been unable to supply copies yet. The manual is something new for our bureau. For some time we have felt there was a great need in Canada for educating the public as to (1) the economics of the travel industry, (2) the emphasizing of certain things that are typically Canadian, such as foods, accommodation, architecture and so on, and (3) the need for treating tourists with courtesy and

fairness at all times. We have been working on the manual for about a year and it will be distributed as soon as copies are received from the Printing Bureau. It will be made available to junior chambers of commerce, schools, colleges, resort organizations, oil companies and the like. It might be described in brief as a book of lectures on the travel business. Our object is to establish throughout Canada a public consciousness of the importance of the travel industry.

Hon. Mr. ROEBUCK: Will a copy of the manual be sent to each member of the committee?

Mr. DOLAN: Yes, senator, I shall make sure of that.

The only other matter that I have to mention is the Dominion Provincial Tourist Conference, which was held in Ottawa last week. Some years ago when I appeared before this committee questions were asked about what co-operation we were receiving from the provinces, and after that we decided to hold a Dominion Provincial Tourist Conference annually. I have mailed a copy of the last report to every member of the committee. It gives a summary of what the provinces, the transportation interests and the federal government are trying to do in the way of establishing a national tourist program. By means of this co-operative effort we are able to prevent much overlapping and duplication.

The CHAIRMAN: What was the estimated revenue from the tourist industry last year?

Mr. DOLAN: \$282 million, of which \$270 million came from the United States.

The CHAIRMAN: Is that estimate made by the Bureau of Statistics?

Mr. DOLAN: Yes, sir.

The CHAIRMAN: Are they still including all the people who travel back and forth between Detroit and Windsor and other border points?

Mr. DOLAN: No, Mr. Chairman.

The CHAIRMAN: You remember the point that was brought up when Dr. Marshall was here last year?

Mr. DOLAN: Yes. The present figure has to do with legitimate tourists only. A further check is now made possible by the operations of the Foreign Exchange Control Board.

Mr. WALKINSHAW: Mr. Chairman, may I just say another word? This may be of interest to Mr. Dolan in the future. The other day an American was telling me that in the United States now they have all their battlefields, sites of massacres, beauty spots and so on well marked, and tourists are encouraged to visit these places. The result is that when a tourist goes to any part of the country looking for, say, fish and does not happen to have any luck, he will not go back home with a frown if he can tell his friends that he and his wife were on the very field where such and such a famous battle was fought or where there was a great massacre. Perhaps more of Mr. Dolan's advertising should call attention to some of the famous historic sites that we have in this country.

Mr. DOLAN: We have a National Historic Sites and Monuments Board in Canada, and while we have not followed the example of, say, Virginia, which has sold nothing but its history and done it very successfully, we have done a little along this line. However, we must do much more. The manual that I mentioned a few moments ago has a lecture on historic sites in the community. Our historic sites constitute one of the most profitable assets of our tourist industry.

The CHAIRMAN: I have heard some criticism about the way in which our historic sites are marked. People who have travelled to Montana for instance, have told me that in that state the tourists can read the inscriptions on monu-

ments and things of that kind without leaving the highway. They have, probably on a board, very handsomely done, a notice that "At this place such-and-such a battle took place"—something of that sort. However, we have to drive in, and the type on the brass tablet is very small; people really have to get out of their cars and walk around to find out what it is about. Have you heard any remarks on that matter?

Mr. DOLAN: Yes, I have heard that same criticism, Mr. Chairman. I would like to see us be a little more flamboyant in connection with our historic sites. We have got so many of them and so much history that I think we have been too shy and too retiring in saying the things we should say about our history. In fact we are too retiring, too shy about this country generally; and we in the tourist business find that our friends across the line are not given to that shyness, that retiring attitude of mind that we have in Canada. It is time that we Canadian people started to boast about this country a great deal more and glorify some of the things that have made this a great land.

The CHAIRMAN: What I have in mind in that connection is this; there is a monument down here near Prescott: my recollection is that for anybody to make out what is on the monument you have to drive in, get off the road; whereas I know that in Montana they flaunt these things before you in large type and you do not even have to get out of the car. I think if we could introduce some method of that kind it would be a good thing.

Hon. Mr. HORNER: I do not suppose you would care to commit yourself on the great benefits of the Trans-Canada Highway being placed on the northern route?

Mr. DOLAN: I am afraid, Senator Horner, you are not going to catch me on that,—not yet.

The CHAIRMAN: Now tell us about the complaints you get. You get complaints about roads?

Mr. DOLAN: I would say that 95 per cent of the complaints we get are about conditions on our highways. Last year we circularized with a questionnaire some 68,000 people who wrote us. The results of that questionnaire are now being compiled; and at least 90 per cent, nearly 95 per cent of the complaints were about conditions of highways in Canada: the rest of the comment was so favourable that it almost made you blush. Some comments were far more enthusiastic about our own country than we are ourselves. They speak of our courtesy, they speak of the attractions, scenic and otherwise, and the fine treatment they received. The only complaint—the whole thread was the complaint about our highways.

The CHAIRMAN: What about meals and accommodation?

Mr. DOLAN: There was some complaint about that, but not as much as there used to be three or four years ago, when we circularized the people who wrote us. Without offence, Senator Horner, I think the meals on the Canadian railways are better than the meals in the United States, with the exception of the Santa Fe.

Hon. Mr. HORNER: That is not what Americans tell me, nor my experience when I was last down there.

Mr. DOLAN: We have not had a letter complaining about meals on dining cars in all the years I have been here, and I am now starting the sixteenth year.

The CHAIRMAN: What about over-charging for accommodation?

Mr. DOLAN: There has been some complaint about that, and if you will ask the press not to mention the names of any provinces, I will say there was considerable complaint about over-charging in the province of Quebec last year, particularly in the rooming-houses, that they jumped up \$8, \$9 and \$10 a

night. We had considerable complaint about that. Mostly in the other provinces conditions are pretty fair. I ought to say that when a complaint was brought to the attention of the Quebec government they acted with dispatch; and the result of the legislation they have on the books has been to rectify that situation, and they did it very quickly.

The CHAIRMAN: These people who operate cabin camps and restaurants are all under provincial or municipal licensing, are they not?

Mr. DOLAN: Yes, and they are getting more strict every year. You may have noticed that yesterday or the day before the Ontario government brought in some new legislation to restrict the operations of people who are giving tourist information. A lot of people put up the sign "Tourist Information": you drive in there, but not only can they not give you information, but what they give you is misinformation, and that creates an awful lot of trouble. So the Ontario government, wisely, I think, have introduced legislation that permission must be received from either the provincial government or the municipality before anyone can advertise that they give information. Again, we are in competition with the type of service they are getting in Minnesota and Michigan and other border states, where they are right on their toes to see that the tourist is given the proper type of information, the proper sort of accommodation, and everything. This is a very competitive business, and we have got to improve a number of things in this country,—our accommodations, amongst them, and the type of tourist information bureaus. But we think in general the big problem confronting Canada's travel industry is the matter of highways.

The CHAIRMAN: You do not want to commit yourself on the question asked by Senator Horner, but you do feel that the completion of the Trans-Canada Highway, no matter what route it takes, is highly important in the development of the tourist business?

Mr. DOLAN: One of the greatest assets Canada can possibly have. I would hate to have anybody estimate the hundreds of millions of dollars we have lost because we have not had a Trans-Canada Highway. And you must bear this in mind, that if you are going to have a Trans-Canada Highway attention must be given to the feeder lines, particularly from the southern border points. There is not much use having a Trans-Canada Highway unless you have feeder lines to bring in tourists from the areas from which they are coming up to it.

Hon. Mr. CRERAR: Well, Mr. Chairman, I hold a somewhat contrary view as regards the Trans-Canada Highway. But first, in regard to accommodation: my observation leads me to the conclusion that the accommodation for tourists is steadily improving.

Mr. DOLAN: That is right.

Hon. Mr. CRERAR: A few years ago, when we were new in this business, in a great many cases it was very crude, and there was over-charging, and the food was poor. But I had occasion, for instance, in Nova Scotia last summer in two places to spend the night in each case at a so-called tourist cabin. You have a comfortable bed, hot and cold running water, good food, not lavish but well prepared, and cleanliness was the order of the day. It was just the sort of place where someone coming in might say, "Well, I am going to stay here for three or four days. The accommodation is excellent." It is improving, I think, in our national parks. We need to keep continuously before the people the importance of wholesome food, well prepared, not lavish; cleanliness, and good sleeping accommodation. I expect that there will continue to be a steady improvement.

Now, about the Trans-Canada Highway. There is a great deal of talk about that now, and it does look as if we were going to be committed to building

probably a hard-surface Trans-Canada Highway, because any other kind of highway is not of much value for tourists, particularly Americans.

Mr. DOLAN: No good at all, sir.

Hon. Mr. CRERAR: Now, if we do that, and you calculate the cost, it means that our energies and our expenditures for the next five or ten years will be devoted to a Trans-Canada Highway, mainly at any rate. Now the important thing so far as getting tourist traffic from the United States is concerned is to get good roads leading from the United States up into the northern parts of our country.

Hon. Mr. HORNER: No doubt about that.

Hon. Mr. CRERAR: There is no doubt about that. I found that, for instance, when I was in the Department of Mines and Resources, and we got a little vote up to the outbreak of the war, during 1937, 1938 and 1939, for tourist roads, which money we spent under agreement with the provinces, the provinces contributing a certain amount. That was a burning question. For instance, in British Columbia, where we have some of the finest national parks in the world, I discovered that American tourists would come in over a dusty highway, travel maybe five or ten miles, and then turn back and go home. Now, that is true all over. We must bear in mind that the United States is away in advance of where we are in the matter of roads, and the American tourist coming to Canada can travel on a hard-surfaced dustless road until he reaches the Canadian boundary, from almost everywhere.

Hon. Mr. HORNER: Alongside almost every province. That is true in relation to every province.

Hon. Mr. CRERAR: Yes, that is true of every province. Most of the roads leading up from the boundary are of rough gravel and dusty, and as far as tourist traffic is concerned—and that is a big item if we develop it properly—the Trans-Canada Highway, on which we are to spend a lot of money, will not be “one-two-three” in its appeal.

Hon. Mr. PIRIE: But you have got to have the Trans-Canada Highway first to encourage travel on the other roads.

Hon. Mr. HORNER: I am not so sure.

Hon. Mr. PIRIE: What would be the good of the other roads coming in unless you had a perfect Trans-Canada Highway?

Hon. Mr. CRERAR: Very good: let us look at that. You have the Trans-Canada Highway paved: a tourist comes into Manitoba and travels over a dusty road until he gets to the Trans-Canada Highway, which ultimately may be hard-surfaced. Now there are not many of these tourists that come in there who are going to go either to Vancouver or Ottawa or Montreal over a Trans-Canada Highway. They have not got the time. Most of these people who come in are fellows who have a couple of weeks' holiday. They may be lawyers or doctors or teachers or, very often, bank managers, that type of visitor, who has maybe two weeks' holiday, and what he wants to do is to come to where he can fish or play golf or see animals, and go back home. Now these people are not going to travel across the Trans-Canada Highway for thousands of miles when they want to go somewhere for a rest.

Hon. Mr. PIRIE: But these roads, from the border, Senator Crerar, are a provincial responsibility, are they not?

Hon. Mr. CRERAR: That is true; but I will say this, that in 1936, 1937, 1938 and 1939 we made arrangements with the provinces, and every province was concerned, and we said to them, “We will put up fifty-fifty with you if you will build the roads in a certain place and to a certain standard”; and that arrangement was carried out. It is true that we received only a few million dollars each

year, and could not go very far, but we utilized the provincial machinery for making roads, and all that was done by the Department of Mines and Resources was to put one man in each province to see that the terms of the agreement were carried out in building its road. That resulted over those four years in the construction of several hundred miles of hard-surface roads.

The CHAIRMAN: That policy is not in operation now.

Hon. Mr. CRERAR: No, but it could be resumed. I agree with Senator Pirie, that the building of certain roads are a provincial responsibility. We have centred our ideas on the Trans-Canada highway, and it is of course a desirable thing.

Hon. Mr. ROSS: That is a provincial responsibility. In fact, all roads are provincial responsibilities.

Hon. Mr. CRERAR: This is being pushed onto the federal government. As far as the federal expenditures are concerned we are going to confine it to the Trans-Canada highway. When it is built you will be surprisingly disappointed at the small number of people who will travel over it, compared to those who travel other roads.

Mr. Walkinshaw gave us some very interesting thoughts and information today. Take the province of Manitoba, which Senator Haig and I know pretty well, in 1936 and 1937 we connected a link of road between what is known as the Swan River Valley to the north route going to The Pas and Flin Flon, a distance of a hundred miles. That was completed in 1938, and in that fall I walked down the main street of The Pas one day in September—that is about 450 or 500 miles northwest of Winnipeg—and I counted 21 American cars parked against the curb. Some of those cars were from as far away as California. Mr. Walkinshaw was telling us about the way Americans fly here for duck and geese shooting near James Bay. There are scores of Americans who come in from St. Paul and Minneapolis by motor car and go to The Pas, where for a month of the year there is the finest duck and goose shooting in Canada; they also go up to shoot deer. If we give these people good roads they will come in not by the scores, but by the hundreds, and whether they spend \$100 or \$1,000 is a mere bagatelle to them; they are well-to-do people who drive here in Cadillac cars.

Hon. Mr. ROEBUCK: In Ontario we have a bonded road to New Liskeard and the Temiskaming district, and I do not think there is an army of tourists travel on it.

Hon. Mr. CRERAR: I do not know about that.

Hon. Mr. ROEBUCK: It goes through North Bay and up to Cobalt, Haileybury, New Liskeard and other towns.

Hon. Mr. CRERAR: Just after the Liberal convention last year, at the beginning of August, I visited the Highlands Park in Cape Breton. It is one of the most beautiful places in Canada because of the ocean; it is a very expensive project, and will take a few years to complete. The manager of that park told me that half of the people registered there were Americans.

Hon. Mr. PIRIE: We all agree that what the tourist needs is good roads.

Hon. Mr. HORNER: What we have done in Canada in this respect has amazed everyone who visits here. We have built our highways paralleling our railways. In western Canada the people in certain sections will have a good road and a railway, while others will have neither a railway nor a highway. As Senator Crerar has said, our Trans-Canada highway will be paralleling our railways; and eventually there will be huge truck traffic competing with the railway for the commercial trade. As far as its effect on tourist traffic, it will be fifteen years before the road is completed to any standard.

Senator Crerar spoke about assistance required for our parks. While I was at Prince Albert Park last year I was amazed at the fine accommodation that could be secured at a reasonable cost there. The American people would swamp that accommodation every year if they could just get a good highway to it; they do not like the dust. The provincial government are doing what they can; they are paving the road from Prince Albert to the park, a distance of eighty miles, but it is requiring a lot of money. They are building a 44-foot road, with a 200-foot right-of-way. This is a feature that the Trans-Canada highway does not require; it does not need to be more than 24 feet wide, but it must be paved.

Hon. Mr. PIRIE: For instance, if an American crosses at Seattle to Vancouver today, with a view to motoring across Canada, he cannot get a straight route to the Maritimes. I am more in favour of keeping up the arteries from the American side than I am in the construction of the Trans-Canada highway. Of course, I think we need them both.

Hon. Mr. HORNER: Eventually we will have them both, but, as Senator Crerar said, the need now is for roads into our parks.

Hon. Mr. PIRIE: I think if we give them a Trans-Canada highway, the provinces will look after the arteries coming in.

The CHAIRMAN: Are there any more questions to be asked of Mr. Dolan?

Hon. Mr. DUFFUS: I think he has done very well.

The CHAIRMAN: We are very grateful to Mr. Dolan and to the other witnesses who have appeared before us today. A good deal of valuable and thought-provoking information has been received.

The committee then adjourned, to resume at the call of the Chair.

Appendix "B"

THE ESTIMATED VALUE OF SPORTS FISHING TO CANADA

By

W. D. B. Reid

Abstract

The information on sport fishing, collected to date, suggests that its monetary value to Canada lies somewhere between \$15,000,000 and \$25,000,000 per year.

Some Difficulties

The data, however, offer no sound basis for a precise estimate of that portion of national income which is directly attributable to this source. Some of the difficulties involved may be noted:

(1) The failure of the provincial authorities to record the percentage of Americans among those securing non-resident licences.

(a) The possibility that some of these visitors, when securing licences, gave the addresses of residents with whom they were staying.

(3) The lack of a reliable estimate of the average amount spent by an angler during his stay.

(4) The scarcity of information which might suggest what portion of the tourists, who secured licences, came primarily to fish.

Direct Revenue

With reference to the first of these points, fairly complete figures on the actual number of non-residents licences issued were available for the years 1939, 1940 and 1941. The latter year is abnormally high for reasons to be mentioned later. Approximately 87,000 non-residents licences were issued in

1939 and in 1940. This netted the various provincial governments close to \$482,000 per year in direct revenue, of which Ontario received about \$385,000 (Appendix A). Further income may have been obtained from fishing leases: New Brunswick gained \$70,000 yearly from these (Appendix B2), though no figures are available for other provinces. Other direct revenue resulted from that portion of the licence fee which the licenser retained and not reported in revenue figures—probably \$35,000 a year in Ontario (Appendix B1). In all it seems safe to suggest that the Dominion obtained between \$600,000 and \$700,000 per year from such direct sources as those mentioned.

Estimated Number of American Anglers

Just what proportion of this was attributable to foreign tourists is difficult to estimate. However, there seems to be general agreement that the major portion of non-resident licences went to Americans. In view of the fact that Ontario issued a Manitoba resident licence—about 1 per cent of the total number of non-resident licences (Appendix B1)—the probability is that almost all of the remaining non-resident licences of this province were issued to Americans. Since Ontario attracted the major portion of migrant anglers, it seems reasonable to suppose that, of the total number of non-resident licences mentioned above, roughly 80,000 were issued to American visitors. This figure then may be fairly representative of the number of sport fishermen that were entering Canada each year. This might be considered a maximum value, partially offset by the second difficulty mentioned at the beginning.

A further complication arises, however, from the fact that a portion of the total number of non-resident licences issued were family licences. Ontario sold 20,000 a year (Appendix B1)—each licence being regarded as equivalent to 2½ anglers. However, most of these were probably bought by people who owned cottages and did not visit the province solely for fishing. Each family licence will be regarded as equivalent to a single angler.

Estimated Expenditure of Anglers

It is very difficult to ascertain from available data the amount these anglers might have actually spent during their visit to Canada. Authorities concerned seem very hesitant in making any definite suggestion. This is unfortunately the case in Ontario. What estimates were obtained indicate very high expenditures in the Maritimes, or for tourists reaching fishing resorts by rail. However, it is conceivable that most Ontario anglers came by car, and probably did not spend as much as in Quebec or the Maritimes.

It is suggested that for an average ten days each fisherman spent \$200 or more in Quebec or New Brunswick (Appendix C1). A value of \$130 was indicated for British Columbia (Appendix C2). This last figure seems to be closer to what might have been the average amount for Ontario. On this basis minimum and maximum estimates of \$125 can be set up. From these the value (including direct revenue) of sport fishing to the Dominion might have been, in former years, between \$11,000,000 and \$19,000,000 a year. These figures would be further supplemented by expenditures on private clubs and residences, of which no estimates exist.

A further increase of revenue in 1941 resulted from the issuance of short period licences in Ontario. Forty-two thousand were sold and \$4,000,000 seems a very liberal allowance for their total value.

Conclusion

From the above, it appears that the work of this tourist attraction to Canada (on a peace time basis with provincial government policy remaining as before) can be assumed to lie between \$15,000,000 and \$23,000,000 per year. Certainly \$23,000,000 can be designated as the maximum value.

APPENDIX L - B - A

ANGLING LICENSES

Province	No. of non-resident licences	Revenue	No. of non-resident licences	Revenue
Prince Edward Island	60	60		
Nova Scotia	630	2,973	859	4,050
New Brunswick	2,627	17,790	2,503	17,740
Quebec	8,400	52,598	7,372	49,895
Ontario	66,226	384,675	66,949	387,020
Manitoba	1,214	1,418	1,041	1,086
Saskatchewan	1,558	2,461	1,935	3,103
Alberta	157	353	81	182
British Columbia	6,630	18,992	6,771	18,753
Total	87,502	\$481,320	87,511	\$481,828

APPENDIX L - B - B

(1) Department of Game and Fisheries, Ontario

Number of Ontario Licences:	Individual	Family	Resident of Manitoba
1939	45,138	21,475	578
1940	44,095	21,414	717
Cost to angler	\$5.50	\$8.00	\$3.25
Revenue to Dept.	5.00	7.50	3.00

(a) Province of New Brunswick (Chief Game Warden).

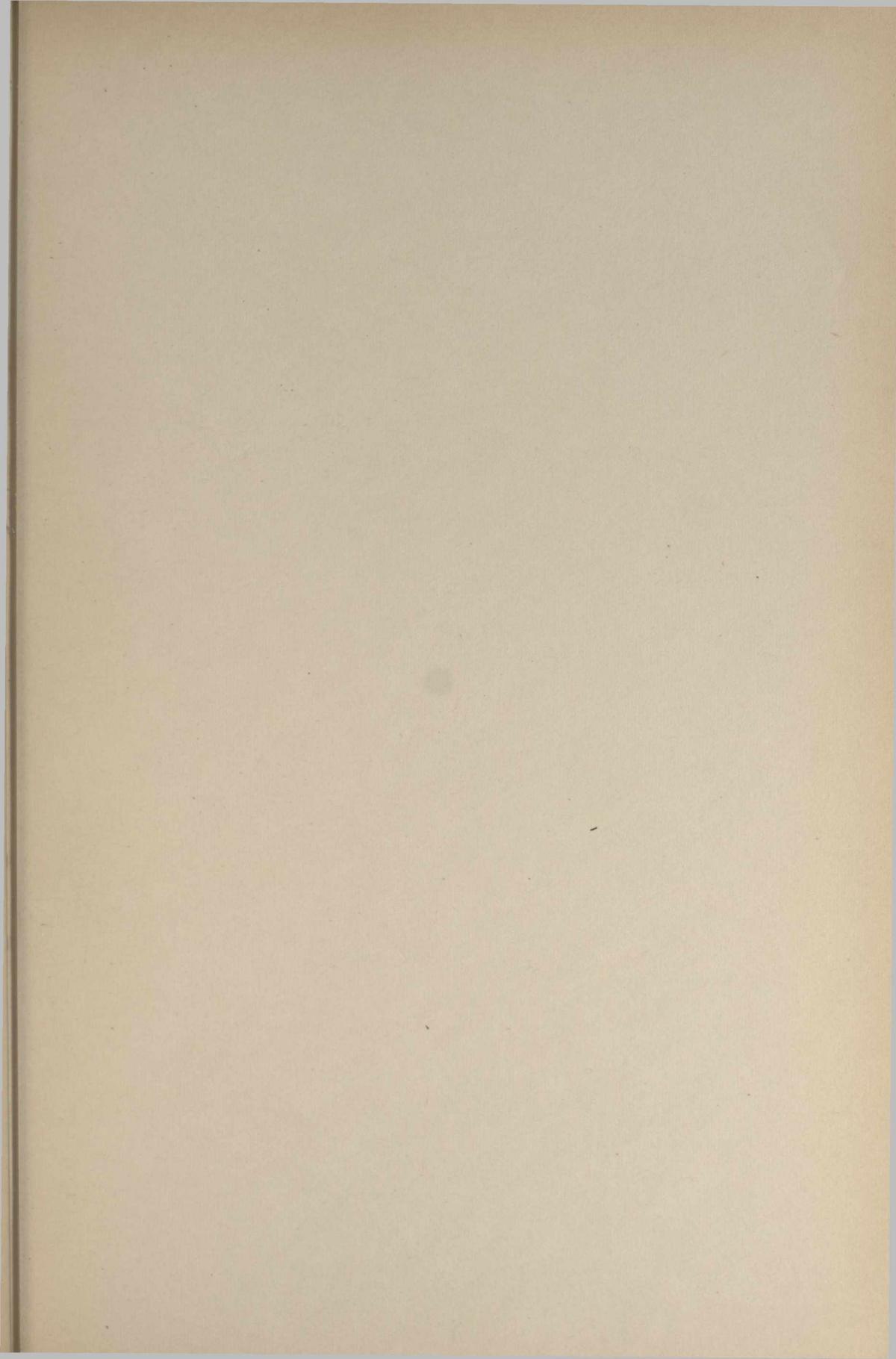
Revenue from	Annual Salmon Angling Leases	Annual Trout Angling Leases
1939	\$68,774	\$2,575
1940	68,174	2,360

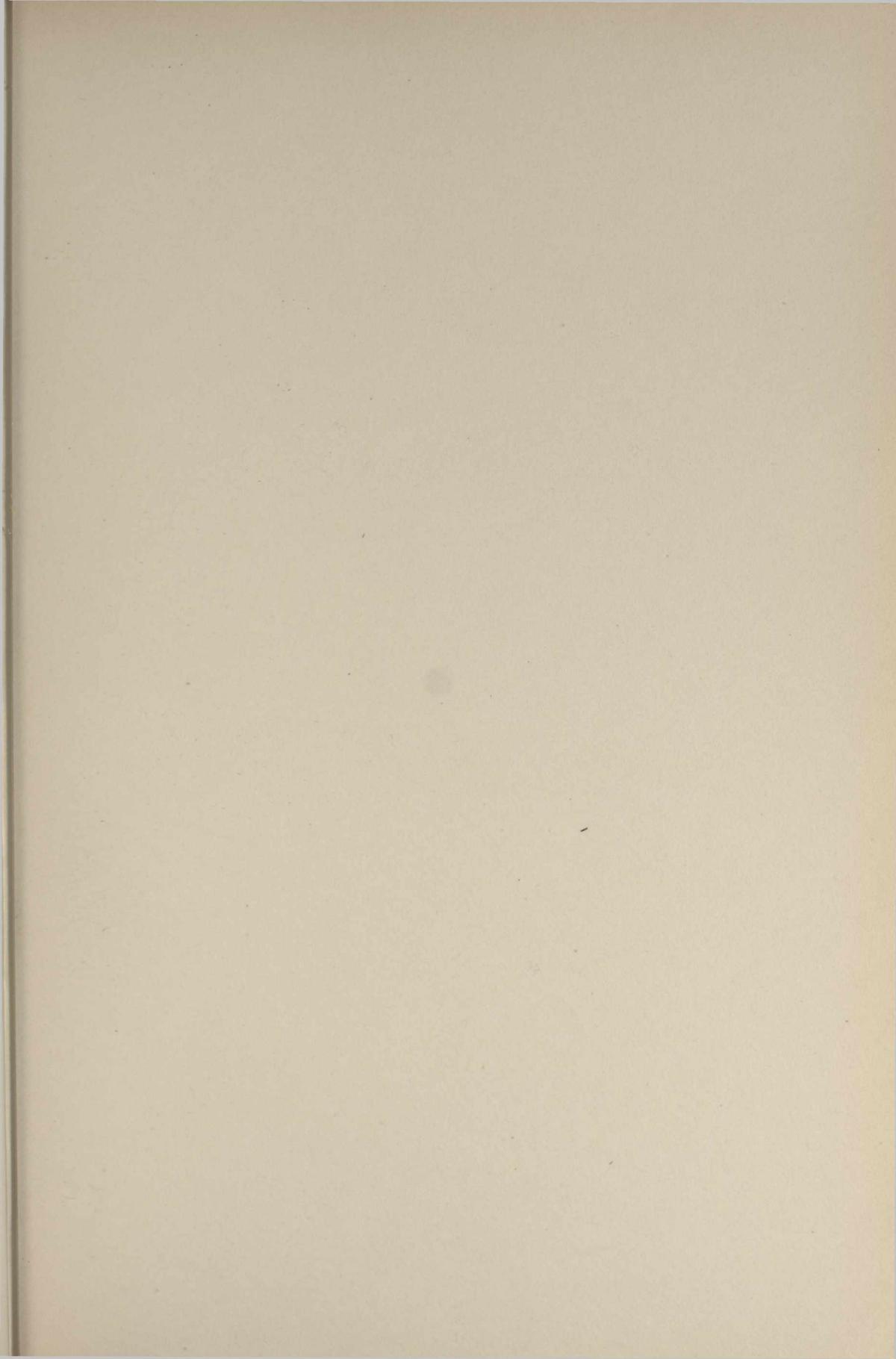
APPENDIX L - B - C

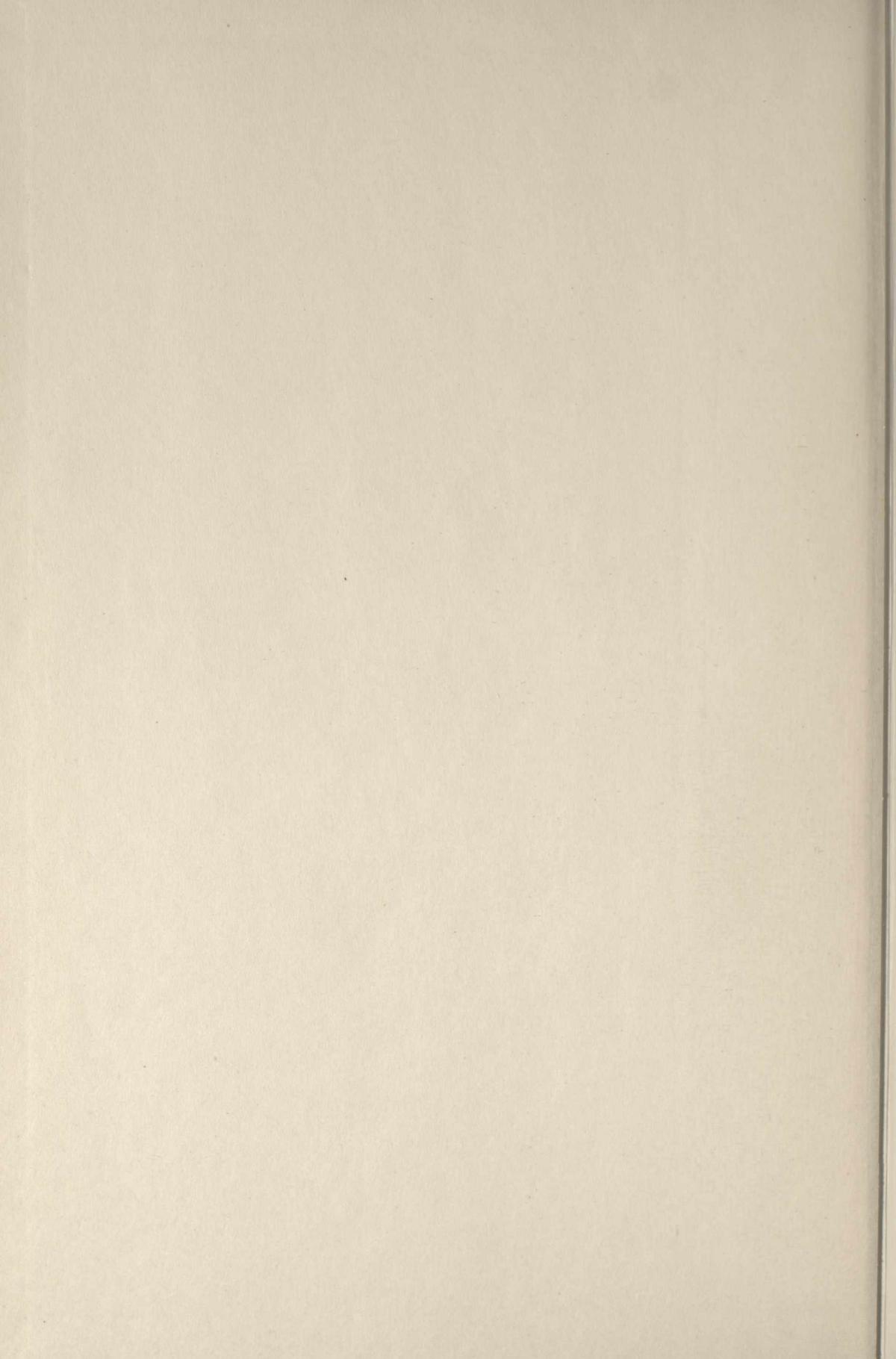
(1) New Brunswick (Chief Game Warden): \$20 a day for an average 10 day stay.

(2) British Columbia (Provincial Game Commissioner): \$13 per day for an average 10 day stay.

(3) General (Tourist Agent, Canadian National Railways): Average value \$200 (including licence fee) per stay.







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