

development needs and social needs of Canada's unlimited productive power. Our money need not be used, as it has been in the past, to pay bonuses to keep goods off the market, to burn or plough down our crops when human stomachs are unfilled anywhere, or to close shops and factories, or to slow down machinery within those factories to keep supplies short and prices up, as our free enterprise system does.

Finance must never again compel whole sections of this country to take relief when others work fifty, sixty, seventy, yes, eight-four hours a week in the case of the merchant seamen, and yet that is the budget path on which we are walking now. Look at our country. You take the train and you travel over vast unimproved near-wilderness in many places, and yet the current budget makes little provision for its development. I remember, when I was a younger man, the Right Hon. R. B. Bennett was asking us on the prairies for votes and his spokesmen told us of a wonderful Trans-Canada highway which would be built when his government came into office. That was in 1930. His government did get into office, and now, sixteen years after that time, with depression, with people idle, with all sorts of materials, with everything except the national will to complete the job, if you want to travel from my city to Ottawa you go via Minneapolis, Chicago and Detroit, or if you prefer another more scenic route you go to No. 2 highway via Duluth and Sault Ste. Marie.

An hon. MEMBER: You may go by the Canadian Pacific.

Mr. PROBE: No, you will never drive to Saskatchewan from here on that basis. Perhaps that is the intention of our governments, to keep us away from the prairies unless we take the Canadian Pacific.

Mr. GARDINER: You can drive all the way through now on the Canadian side; cars are doing it every day.

Mr. PROBE: Yes, I presume one could make the trip all right.

Mr. GARDINER: You can do it quicker than you can through the United States.

Mr. PROBE: Of course, I do not know whether the minister has ever made the trip, but I would venture to say—

Mr. GARDINER: My friends have, and are making it this week.

Mr. PROBE: I take it that is now the Trans-Canada highway. Well, if it is and if that is the best that can be offered to our citizens at the present time it is still not a highway according to modern standards. In

my own area there are difficulties over water supplies. Water supplies for Moose Jaw and Regina have been mentioned frequently by hon. members on all sides of the house. Irrigation and the use of water from the Saskatchewan river have been discussed, and they are still in the blueprint stage. I presume those blueprints will be untied at about election time. The Hudson bay route is still a trackless waste, traversed by the occasional tramp steamer. At this time I wish to pay a tribute to the Minister of Agriculture who did make a constructive statement in the house a few weeks ago, namely, that trade between the maritimes and the prairies could be developed by the proper utilization of that route, and yet War Assets Corporation has disposed of the means by which our government might have undertaken the three or four years' exploratory work. They sold the Park Steamships to what are likely to be, for the most part, foreign competitors.

The social security measures which have been debated for months at dominion-provincial conferences are again shelved, while various premiers, federal and provincial, wrangle over provincial rights and blame the British North America Act when things do not work out to the interests of our people. The fathers of confederation would turn over in their graves if they could see the disunity which the terms of the British North America Act have created in our country because of the buck-passing tactics when a government does not wish to implement a measure. Hospitalization of our sick, pensions for the old and helpless have to be provided provincially until our premiers get together. Our veterans are fast spending their gratuities and many have no homes, no farms and no jobs. The savings of war workers which were supposed to go into cars which they hoped or longed for, and other luxuries, are now going to meet rising food costs. When a worker gets a wage increase he gets it after strikes and loss of production. Taxes are forecast for the humble cooperatives; yet the excess profits tax will come off the shoulders of the powerful manufacturers. High-priced advertising of soap and other huge corporations, Pullman travel, entertainment and fancy clubs for high salaried executives are still proper deductions for income taxes, while at the same time the worker pays his eight per cent excise tax on necessities and the child still hands his two cents a bottle on coke to the Minister of Finance.

Last year the Minister of Finance estimated that the excise tax levy would bring into the treasury some \$455 million. The excess profits