

lation, is entitled to special consideration in the construction of roads. In Saskatchewan when one of two farmers live twenty miles from market, of course, they need a road. But in Ontario, Quebec, and the older provinces a good many farmers live on a twenty-mile road, and if it is in the interests of the country that one or two farmers in Saskatchewan have a road to enable them to get to the market, it is much more in the interests of the country that the twenty, thirty or forty farmers along the twenty miles of road in the older provinces also have means of getting their produce to market.

Mr. J. S. SEXSMITH (East Peterborough): I am entirely in accord with the proposal that the Government has brought forward. I do not know of anything that will benefit the country more to-day than a good system of public highways. It is evident that if we continued the old provincial or municipal system of road construction and improvement, we should be a very long time in getting proper roads. We have heard a lot about the high cost of living; if we had a proper system of highways within a radius of fifty miles of every city in Canada on which the farmer could run his car into market with his produce, a good deal would be done toward reducing the high cost of living.

In discussing this matter some hon. members have been looking at it from a provincial point of view. I wish to deal with it not from the standpoint of Ontario or in the interests of any one particular province, but in the interests of the whole country. I was surprised to hear the member for Calgary West (Mr. Tweedie) say that the little two-by-four province of Prince Edward Island would get as much under this proposal as his great province of thousands of miles. I would remind the member for Calgary that a few years ago the House provided some \$12,000,000 for the purchase of seed grain for the farmers of Saskatchewan and Alberta. I understand that five or six millions of that money have not yet been repaid; yet not one hon. member from Prince Edward Island, Ontario, or any other province has found fault. We should get away from this provincialism and discuss matters of this kind from a national standpoint. If we are going to discuss from a provincial standpoint all matters that come before the House, we shall be looking up the records and finding out what each province pays most in taxes, what each province imports most, what province exports most, and so

[Mr. Edwards.]

on. I wish to support this resolution purely from a national standpoint as furthering a system of national highways. When the Bill comes before the House we can go into the matter in more detail. I am not in favour of patching roads; I believe that whatever money is spent by the Federal Parliament should be spent on a system of permanent highways.

Progress reported.

On the motion of Hon. J. D. Reid the House adjourned at 11.15 p.m.

Tuesday, March 25, 1919.

The House met at Three o'clock.

REPORT PRESENTED.

Shipping report of the Department of Customs containing the statements of navigation and shipping of the Dominion of Canada for the fiscal year ended March 31, 1918.—Hon. Mr. Reid.

SUPPLY.

AMENDMENT BY MR. McMASTER IN REFERENCE TO TARIFF REDUCTION AND RECIPROCAL TRADE WITH U.S.

Sir THOMAS WHITE (Acting Prime Minister) moved:

That the House do go into Committee of Supply.

Mr. ANDREW ROSS McMASTER (Brome) moved in amendment:

That all the words after the word "that" be omitted and the following substituted therefor:—

Whereas in order to meet the great expenditure necessitated by our national obligations it is imperative that the labour and capital of this country should be directed to the obtaining of the greatest economic return, and that the energies of our people should be freed in order that the most be made of our natural resources and the strength and intelligence of our people be utilized to the fullest extent; and

Whereas it is advisable in the public interest that taxation should be borne by those most capable of sustaining the burden, and that the proceeds of taxation should reach the national exchequer, and should not be diverted into the hands of the privileged classes of the community; and

Whereas the reciprocal trade agreement negotiated with the Government of the United States in January, 1911, has been accepted by that Government, and legislation providing for its coming into force upon its acceptance by the Canadian Government has been passed by the Congress of the United States; and

Whereas the said agreement, providing as it does for the free interchange of the products of the farm, the sea, the mine and the forest, and for the freer exchange of many articles of prime necessity and universal use offers to the producers and consumers of this country an