

not ignore the fact that in the past discussions of this measure the impression existed in the minds of many hon. members that the Government at Ottawa were endeavouring to exercise an undue influence upon public opinion in this way. I do not endorse that view. I merely state as a fact that that was the objection that was raised to the measure in this House on a former occasion. I was not present, and I am only speaking from my general reading. If the minister could give us, before the matter is finally disposed of, some information as to the nature of the agreement which he desires to make with the provincial government, it would be helpful. We all recognize, I am sure, that if the Dominion Government are going to make a large contribution to this service, it is reasonable that they should have ample guarantees that the money is going to be applied to road work. There is a possibility, and more than a possibility, of difficulties between the local and Dominion Government in regard to the terms of the agreement. I would suggest to my hon. friend—I do not expect it now but at a later stage when he has made sufficient progress in that direction,—that he should give us some idea of what the terms of the agreement are and the conditions to which the local governments will be obliged to submit.

Hon. J. D. REID (Minister of Railways and Canals): Mr. Speaker, I shall be very glad indeed to give any information that the House may desire in connection with this matter, either now if I have it with me, or hereafter when we go into Committee on the Bill.

With reference to the point raised by the hon. member, I may say that so far I have not any agreement that would be universal for the provinces. What I had in mind when I prepared this Bill was to decide on the amount to be paid to each of the provinces. First, as the resolution shows, we advance \$80,000 to each province; after that we pay so much per capita according to the last official census at the rate of forty per cent of the work to be done on each road. I realize the difficulty the hon. member (Mr. Fielding) has advanced of making an agreement that will be satisfactory to the Dominion Government, and ensure the work being properly carried out. The hon. member will see that the resolution states that the money is to be expended in accordance with an agreement that is to be made with the several provinces. Of course, the provincial governments control the roads, and

they will submit a plan showing the location of the main roads or the roads that they suggest the Dominion Government shall contribute to. Prior to that we would have to come to an arrangement as to who would control the expenditure.

In my opinion the fair way to do it would be this: Each particular province should select a commission of three of the very best men they could get in the province, men who have knowledge of work of this kind. The Dominion Government should have one representative on that commission. If we had three upright honourable men, men who knew their business, I should think if the Dominion had a representative who would see that the work was carried on honestly and in accordance with the agreement to be made, that would be an efficient body. In addition to that the commission would lay before the Dominion Government their location plans of the roads that the Dominion Government would be called upon to subscribe to. Those plans would have to be approved. After they were approved by the Dominion Government the work would be proceeded with. The Dominion Government would have an engineer for each particular work during its construction to see that the specifications were carried out. In that way, it appears to me, the Dominion Government would be properly protected, its representative on the commission would see that the money was honestly expended, and the inspecting engineers would see that the work was carried out in accordance with the specifications. Fears have been expressed that perhaps this money would not be expended in the way that we would wish, that is, that permanent roads would not be made. But I think we would be fully protected by simply having our man on the commission and our engineers in charge of the work.

I thought that perhaps when the Bill was going through the House I would get suggestions from hon. members either from their own knowledge of the subject of good roads or from information from their several provinces, as to provisions to be made, either in the Bill or in the regulations, that would ensure a full return for every dollar expended. When we get the Bill printed and before the committee I will try to have the form of agreement, for submission to the House, that I would ask the provinces to agree to.

In taking this matter up with the representatives of the different provinces—and they are all anxious that this Bill be proceeded with—I have found that they are all very eager to co-operate in every way to