

provinces the charge is made, though I do not believe it is true, that the judges represent the capitalist class and no other. I suppose I cannot be assumed to represent any but the capitalist class, because I believe in free enterprise and am opposed to governmental controls and government domination.

Take as an example the province of Manitoba. For years and years we had rows with the Dominion Government over railway rates. If that matter were now in issue, I would not like to have the rights of Manitoba finally disposed of by a court appointed in accordance with the proposed procedure. Remember, it has required judgment after judgment of the Privy Council to determine the respective rights of Ontario and the Dominion. Similar issues will arise again. I repeat therefore, that in my opinion the bills dealing with appeals and with constitutional amendments should be considered together, and I think the Bar Association did wisely in inserting in the first part of its resolution that consideration should be given "also to the effect which the abolition may have upon provincial and minority rights."

So much for the matter of appeals. We shall deal, of course, with the bill when it comes here. I cannot say anything about the constitutional amendments, because I have no indication as to what they will be. I do not think much of the idea of giving parliament the power to amend the British North America Act in one particular and not in another. Here again, a conference with the provinces would be desirable. I do not suppose that in law anybody can maintain that the Parliament of Canada is not supreme. I admit that it can enact legislation dealing with this matter, and that it would be approved by the British Parliament; and the provinces cannot demand as of right that a conference be held; but if we are to have peace and unity I think they will have to be consulted. I support wholeheartedly the views of the Canadian Bar Association on this point as expressed in its resolution, which puts the issue in a nutshell. The members of the association did not consider the question as supporters of any political party, and the resolution, in my opinion, has no such purpose.

The next item with which I will deal briefly is the trans-Canada highway. Naturally, all of us are in favour of the construction of this highway; but I suggest to the government that it has a very thorny and difficult proposition on its hands. What I am about to say is said without disrespect to, or in a spirit of criticism of, any province. In this matter each province is as important as any other. But how can Saskatchewan be expected to undertake a large part of the cost of build-

ing a highway across the province, some four hundred-odd miles east and west, when its natural traffic lines run north and south? Does the Government of Canada expect the people of Saskatchewan will be willing to pay half or indeed any of the cost? I shall not say anything about Manitoba because, owing to the situation of our lakes and the distribution of our population, our main natural highway is east and west. As to British Columbia I cannot speak with any authority. My honourable colleague from Vancouver will tell you that it is the richest province of Canada, but I doubt whether British Columbia will want to build a high-class road clear through the mountains to the coast. It may do it, but it will encounter difficulties. The same problem is found in Northern Ontario. Once you leave Sault Ste. Marie and travel west you pass over hundreds of miles of rocky terrain. The pulp and paper companies and other industries do not require a trans-Canada highway, because they use water for their transportation purposes.

The government has got to decide where the highway is to be built. It has been suggested that this decision will be left to the provinces. As far as Manitoba is concerned, I do not think it would matter much whether the highway ran straight west, or northwest, from Yorkton; but perhaps the majority of our people would want it to run to Regina over the route now taken by No. 1 Highway. However, whether it should continue from there to Calgary, or run north through Saskatoon to Edmonton, is a serious question. The people of Edmonton will tell you that within twenty-five years their city will be one of the greatest in Canada, and they will argue that the highway should pass through that city.

Manitoba is anxious to see this highway become a reality. I admit that the eastern provinces have greater scenic possibilities than the mid-west, but I believe that an all-weather highway from Winnipeg to the coast via Calgary or Edmonton, would develop our tourist traffic immeasurably. We are therefore vitally interested in this project, and are behind it wholeheartedly. I feel strongly that the government should carry out the construction of this highway, because tourist money is the easiest made and is our best source of revenue. Now that the Canadian dollar is at a ten per cent discount, the American tourist trade will mean millions of dollars to Canada.

I have not too much to say about housing. The building program in Western Canada, which will be completed by early spring, will provide houses for those who can afford to buy under present high costs. Our difficulty is that accommodation is not being provided