

roads whatever, except a prairie trail which was fairly good for travel in the days of the old model T, but at the present time, when cars are being slung lower and lower, the bottom of your car, as you drive along, rubs on the road or you have to get off the road and drive over the prairie. For some time organized bodies around Wainwright have been trying without success to have a road constructed through the park. As hundreds of visitors from all parts of the United States and Canada visit this park every year, I believe that it would be good business to go ahead and put the road through from the north to the south. As the minister no doubt knows, Wainwright is also a great oil-producing centre. Facilities in that respect have been provided by the province through the construction of a gravelled highway. There is a good road on the south side, and the people of the district are very anxious to have a road through the park from north to south. I should like to see the minister give this proposal his attention.

Mr. BENNETT: The question of an appropriation for parks in the maritimes will depend upon the bill, and I think we should have something to say about that before we appropriate this item. I understand that it is to stand; there is something I desire to point out in connection with what has been said. I suppose the minister realizes, although nobody has pointed it out, that we cannot do a dollar's worth of work, in resurfacing or otherwise providing for dustproof roads belonging to a province, unless the province permits us to do so. The provinces own the roads, and when we talk about doing this or that it must be remembered that the roads are the property of the people of the various provinces, and we cannot deal with them without provincial consent. I do not intend at this time, because it is six o'clock, to get into a discussion of that matter. I merely point out that in the ultimate analysis the province is going to select the road on which we do the work. It is their road, not ours.

Mr. CRERAR: That is right.

Mr. BENNETT: It is for them to say whether or not we shall put tar on it. Therefore, when we talk about making dustproof roads to the boundary, Alberta will have the say as to whether it shall be the one at Waterton park, or the one from Banff to Fernie.

Mr. CRERAR: Before the committee rises I just wish to say that I am quite aware of what the leader of the opposition has pointed out, and earlier in my remarks I intimated that this is one of the matters that I propose

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to discuss with the Minister of Public Works of British Columbia, who is in Ottawa at the present time.

Mr. BENNETT: Another question that should be touched upon, as the hon. member for Yale (Mr. Stirling) suggests, when the item comes up again, is that of continued maintenance.

Item stands.

Progress reported.

BRITISH NORTH AMERICA ACT

CORRESPONDENCE WITH RESPECT TO PROPOSED AMENDMENTS TABLED

Mr. LAPOINTE (Quebec East): Mr. Speaker, I desire to lay on the table of the house correspondence with respect to the proposed amendment to the British North America Act.

Mr. BENNETT: Has the minister an extra copy for the hon. member for St. Lawrence-St. George (Mr. Cahan)?

Mr. LAPOINTE (Quebec East): I have only one extra copy.

Mr. BENNETT: Perhaps the minister will be able to let the hon. member have a copy to-morrow morning.

At six o'clock the house adjourned without question put, pursuant to standing order.

Thursday, May 14, 1936

The house met at three o'clock.

STANDING COMMITTEES

MINES, FORESTS AND WATERS—CHANGE OF PERSONNEL

Right Hon. W. L. MACKENZIE KING (Prime Minister) moved:

That the name of Mr. Clarke (Rosedale) be substituted for that of Mr. Plunkett on the standing committee on mines, forests and waters.

Motion agreed to.

STANDING ORDERS—CONCURRENCE IN FIRST REPORT

Mr. S. W. JACOBS (Cartier) moved that the first report of the standing committee on standing orders be concurred in.

Motion agreed to.