

It was pointed out by the Minister of Railways in introducing this resolution that we hoped to benefit the farmers and settlers throughout the country, that we hoped to join the great centres and that the farmers, through these highways, would find communication with the markets in order to dispose of their farms. What will be the amount of the money expended? Will the amount of money which will be allowed to the province of Alberta under this resolution be such an amount as will produce for that province highways which would connect up centre with centre, Edmonton with Calgary, Calgary with Lethbridge, Lethbridge with Medicine Hat, or Medicine Hat with the towns adjoining? If we got the whole \$20,000,000 for the next five years it would not be a sufficient amount to construct highways in Alberta alone such as were suggested by one of the speakers here to-night.

I submit that the foundation of the distribution of this money is absolutely wrong and that it is not such as to do justice to all the provinces of Canada. If you want any evidence in support of that I will call your attention in a rough way to the question of population and area in these different provinces. Take the province of Prince Edward Island. Its area is 2,184 square miles, while the province of Ontario has an area of 407,262 square miles. Yet, the province of Prince Edward Island gets exactly the same allowance as that which is given to Ontario and to every other province in the Dominion. That, I think, is unfair to all the other provinces, and supports my contention that the underlying principle is wrong.

When we come to the question of the remainder, we find that \$720,000 of the annual appropriation of \$4,000,000 will be used up. That leaves us slightly over \$3,000,000 to be divided among the provinces, or at the rate of approximately forty cents per head of the population. What does that mean? It means simply that the province of Ontario, which has an area of 407,262 square miles and a population of 2,500,000, will receive \$1,000,000 over and above the \$80,000 in the original grant. When we come to Alberta, which has an area of 255,285 square miles, or more than half that of the province of Ontario, we find that it will receive, not \$1,000,000, but only \$200,000 to expend on its road. When we come to the province of Nova Scotia we find that it has an area of 27,985 square miles and a population of about 500,000. Notwithstanding that in Alberta we have an area ten times as

great, the population of these two provinces being equal, Nova Scotia and Alberta will each receive approximately \$200,000. What does that mean? According to the last figures that I have seen, the road mileage of Nova Scotia is approximately 18,000 miles. Any person in this House who is familiar with those western provinces, who has travelled from the north to the south and from the east to the west of Alberta and Saskatchewan, must realize that we will have ten times more mileage in roads when that country is opened up. Still, because Nova Scotia happens to have the same population, we are asked to accept for Alberta a grant which is exactly the same as the grant given to the province of Nova Scotia. My contention is that the division of this money should never be based upon population, but that it should be determined by what was suggested by the Minister of Railways in introducing this resolution: It should be determined by the needs of the people. We all know that the Maritime Provinces and the greater portion of Ontario and Quebec are thickly settled. We know that along their highways there are thousands of settlers while away out in the West there are only tens. We know that the people who will be served in these provinces will be numerous, but we know that the necessity for the man in Alberta who has to haul his grain twenty, thirty or forty miles is just as great as the need of the hundreds of thousands of people who line the roads down in the Eastern Provinces. If we want development, if we want to assist the farmer, if we want to furnish the settlers who are doing pioneering work with the assistance that they require, we must alter the whole basis of the distribution of this money. Distribution should be based on the mileage of the roads in the various provinces rather than upon population which includes the urban population of the large cities in the East. I would not be doing my duty if I supported the Bill, when brought in, if the money is to be divided upon that basis.

I think this is an inopportune time for the Government to bring in a measure providing for the construction of roads. We must all arrive at the conclusion that this money, when expended, is not going to be expended upon the construction of any national highway which will link up provinces or link up the East and the West, but it is going to be used for the purpose of assisting road work in the various provinces. Every man in this House must realize that the construction of highways is a purely local matter, and that it should