

building of that road out of politics entirely by advertising the building of certain sections of that road—five or ten miles, as the case may be—and call for tenders for the work. That is the way these roads should be built, and that will remove these works entirely from the hands of the politicians. I would like to get the opinions of hon. gentlemen on the point I raised a little while ago, because I am perfectly sincere in bringing it forward. Even suppose a province decides it will not accept the terms imposed in this Bill, would it not be worth while, looking at the matter from the standpoint of the general interest of the country to vote money to those provinces which would conform to the requirements of the Act and be willing to put up their sixty per cent.

Mr. FULTON: I would like to endorse what the member for West Kootenay (Mr. Green) has said as to the feelings of the people of British Columbia on this matter; I am satisfied they will all be in favour of the Bill. Some years ago a very strong case was made out by the Provincial Government for better terms for British Columbia, and I believe the argument prepared at that time was advanced on the floor of this House. One of the reasons for claiming better terms for British Columbia was the great cost of building roads in that province. It is quite true, as the member for Red Deer says, that highways come primarily under the jurisdiction of the province, but it does not seem to me that that is any reason why, if the Dominion Government offers to expend money on highways, its offer should not be carried out. I believe it would be of great benefit to the country in general if an expenditure of moneys for this purpose were made at the present time. I must say for

11 p.m. the information of the committee that when negotiations were going on between the Crown colony of British Columbia and the Dominion Government in 1868 for the union of that province with the rest of Canada, the three delegates who were sent to act for British Columbia—one of whom, Dr. Helmcken, is still living—were instructed to ask not only for a railway as one of the terms of union, but also for a highway through and connecting the province with, I think, Fort Garry. The latter project was dropped, but the railway was built. Another reason why I think British Columbia is entitled to some expenditure by the Federal Government on its roads and highways is this:

[Mr. Edwards.]

When the Canadian Pacific railway was constructed, it was built under an agreement between the federal authorities and the Provincial Government. The section of railway between Savona and Port Moody was built by the Dominion Government, not by the Canadian Pacific Company. In that strip some forty or fifty miles of the Yale-Cariboo wagon road, a provincial work, were taken up by the railway and destroyed, so we lost that much of the road. When the Canadian Northern railway was built we lost another stretch of forty miles of the Yale-Cariboo road, so that in all some eighty or ninety miles of wagon road have been destroyed by the construction of the Canadian Pacific and the Canadian Northern railway, which latter system has now been taken over by the Dominion. I think the fact of our having lost such a large mileage of wagon road entitles us to some assistance from the Dominion Government in reconstructing this road, or in building other highways, in the province.

Mr. McQUARRIE: I also desire to speak in favour of this resolution. I am glad the hon. member for East Kootenay (Mr. Green) has called the attention of the member from Maple Creek (Mr. Maharg) to the fact that there is such a thing as the Great West and also that all the members from the West are not opposed to this resolution. As a matter of fact all the representatives from British Columbia will state without hesitation that they are in favour of some assistance being given towards good roads. It seems to me that this is a national question. Good roads are national assets; they are works of national utility, and they are certainly national attractions. I think every assistance should be given towards the construction of railways in the Prairie Provinces where they are required, but at the same time if the present resolution is killed and the legislation founded upon it is not passed, I do not believe any railways will be constructed in those provinces that otherwise would not have been built.

Mr. SUTHERLAND: The construction of highways and the question of granting aid from the federal exchequer for that purpose has been a live issue in Parliament for a considerable number of years. Of late, the war has monopolized the attention of the people of Canada to such an extent that little with respect to good roads has been heard. I do not regard the system of highways, for the construction of which an agitation has existed for some years past, as provincial in its character.