

Toronto West Centre (Mr. Factor) yesterday, as to an appeal having been taken to the governor in council.

The question as to whether the contribution from the fund should be 33½ per cent or 40 per cent was one of the matters which we thought might reasonably be left in the hands of the board in connection with subways, with the understanding, since there are some communities where the risk is very great and the danger is always apparent but where they cannot afford to put in the necessary subway, that upon an application made to the board a direction may be made that 50 per cent of the cost may be contributed from the fund, having regard to the circumstances of the case. Perhaps even more might be contributed in the case of a small community where the danger is very great and the municipality is unable to deal with it. We thought we might fairly augment the fund to enable such an order to be made, having regard to the fact that this kind of work will provide employment for a considerable number of people in the smaller communities in particular, where I understand the Minister of Labour is of opinion that if the men work for a time and accumulate a little money ahead to provide for their families for a month or two, it might be that they would stop work for a time and permit someone else to work instead, so that the whole community might be served so far as possible by the carrying forward of this undertaking if there were a large number of unemployed. I think it a fair suggestion, with respect to level crossings and subways, that this independent body should be advised that if in its judgment a condition existed in a smaller place where a crossing could be constructed through an increased contribution from the grade fund, we would provide the money whereby that direction might be made.

I am bound to say that the government set up a small committee to deal with the matter and lay down regulations under which it might be possible to deal with the situation when the legislation becomes effective, but I could not give any detailed answer to my hon. friend from Muskoka at the moment.

Mr. EULER: I should like to revert for just a moment to the matter of national highways. The Prime Minister made a reference to the gap of something like 400 miles in northern Ontario which it is necessary to cover in the construction of what might be called a trunk highway. I should like to ask him if he can tell me whether it

has been decided what percentage of the cost of such a highway would be taken out of this fund.

Mr. BENNETT: No.

Mr. EULER: It has not been decided?

Mr. BENNETT: No.

Mr. EULER: I might also make this remark, in connection with moneys which might be expended on that particular portion of the national highway. I would judge the cost of construction to be at least \$25,000 a mile, and if there are 400 miles still to be constructed that would absorb a very large portion of this fund provided the percentage were reasonably high. While I do not wish to say anything that might offend my hon. friends from northern Ontario, and while I have no desire to suggest that they should not receive relief in that portion of the province as well as in any other part of the province, I do have in mind the thought that possibly a large sum of money such as might be involved in the construction of that portion of the highway might conceivably be spent to the advantage of a greater number of people if it was spent in other parts of the province. At least some consideration should be given to that thought. I live in western Ontario, where a greater proportion of the population of the province is located, with perhaps two million people between the city of Toronto and the city of Windsor.

Mr. BENNETT: With excellent highways, too.

Mr. EULER: Quite so, but as my hon. friend knows, there is a very considerable number of unemployed in that area, and these are the people we desire to help. I merely want to throw out the suggestion that instead of possibly expending too large a sum of money on the building of a road in northern Ontario, which in a real practical sense is not so very necessary, however desirable it may be in many ways, consideration should be given to the spending of money to the very best advantage and to the greatest good of the greatest number.

It is quite conceivable that there would be purely provincial roads constructed entirely by means of provincial money, and I should not like to see a portion of this fund granted for the construction of such roads. It would not help any municipality, it would help merely the province in which such roads were located, such roads would be constructed by