

fact that a motion of this kind is out of order.

Hon. Sir JAMES LOUGHEED: There is a distinction between rejecting a money Bill and amending a money Bill. It has been laid down over and over again that we cannot amend a money Bill. I cannot now enter into a discussion as to the powers of this House, but it has always been held that we can reject any Bill in its entirety.

Hon. Mr. THOMPSON: The reason is that you are willing, as leader of the Government, that the House shall exercise that power and reject this Bill.

Hon. Sir JAMES LOUGHEED: My honourable friend must not ascribe to me any motive of that kind. My honourable friend is usually fair, but in this case he is distinctly unfair. It has been laid down, as any one accustomed to parliamentary usage knows, that this Senate has power to reject a money Bill in its entirety, but has no right to amend a money Bill. The Senate must either accept it or reject it.

Hon. Mr. THOMPSON: I quite agree with that; but I did not quite understand the position of the honourable gentleman yesterday.

Hon. Mr. CROSBY: Order.

Hon. Mr. THOMPSON: This is in order; my honourable friend does not need to bother me. I do not think the honourable gentleman has any right to interfere with me.

Hon. Mr. CROSBY: What right has this honourable gentleman to get any more than anybody else? If he is out of order he is out of order. I ask Mr. Speaker—

Hon. Mr. THOMPSON: What is your point of order?

Hon. Mr. CROSBY: That you are out of order. You are discussing a matter that was settled yesterday and is not before the House at all. What is before the House is the Highways Bill.

Hon. Mr. THOMPSON: I know what is before the House. There has never been a time, as far as the Senate is concerned, when this Bill did not meet with the approval of the Senate. There was no disposition before to reject the Bill. I feel that the only really strong objection there would be to this Bill in the Senate is the financial position of the country; but we are borrowing \$50,000,000 to lend to Rumania and other European nations, and why could we not lend it to our own people, even if we

Hon. Mr. THOMPSON.

have to borrow it? The question of roads is one of the most important to the country to-day. This is not like a subsidy, because the provinces are asked to provide sixty cents on every dollar that is to be expended in this way. In my judgment, so far as lending money for the construction of roads is concerned, if we had the money, the Bill would meet with the general approval of the country. As to the financial condition of the country, we are loading it up, and the time will come when the question will be difficult to handle; but I am not sure that we could load it up in any better way than by giving money to our own people for the construction of works that are vastly important to them. I am not sure that it is the roads that keep the boys home; I am a little inclined to believe that the raking of couch grass and a whole lot of other things in farm life create a desire in them to get into other avenues of industry, where they can work eight hours a day and get larger pay, and those attractions induce them to leave the country.

Hon. Mr. DANIEL: Some years ago, when the Highways Bill was before Parliament, I was among those who were very much disappointed that it did not pass, because at that time I think everybody recognized that one of the greatest needs of the country was that of good roads. The only outstanding objection I have heard to-day to this Bill is that it proposes to raise the sum of 20 millions in the course of so many years, and that as we are situated at present in Canada the time is not suitable to go into the expenditure of 20 millions extra that might possibly be avoided. As far as that is concerned, I think this House has as good an opportunity of forming a judgment as the other House. At the same time, the Government are responsible for this; they undertake to say that the financial condition of the country is such that they can safely ask the House to spend 20 millions on this very necessary work of improving the roads of the country. As far as the Maritime Provinces are concerned, I think that good roads are one of the greatest desiderata that could be had there at the present time. I do not think that they are required for the purpose of giving employment, and I think there will be difficulty in getting employees to do the work. It has been apparently taken for granted that this money is to be all expended by the Dominion of Canada. As a matter of fact, the Dominion furnishes only 40 per cent of the amount, and the province has