

Mr. ROBB: In order to get the first \$80,000 they will have to put up \$120,000?

Mr. J. D. REID: Yes.

Mr. EDWARDS: My hon. friend (Mr. M. Clark) put a very pertinent question when he asked: "Where is the money to come from?" I am sure that question impressed very strongly indeed the hon. gentleman from Maple Creek (Mr. Maharg), because he stated that if the Minister of Railways and Canals would only give him a promise that he would meet his aspirations in regard to railway building in the west he would withdraw all his objections in regard to the proposed vote for highways. He apparently was not concerned with the question as to where the money was to come from. That did not occur to him. "Give us more money than you are already giving us for railways" said the hon. member for Maple Creek "and I will not say anything whatever in opposition to the money that you vote for highways. Neither will I lie awake at nights wondering where the money is to come from." In the distribution of this money, as has been pointed out, the provinces, in order to get the 40 per cent, will have to contribute 60 per cent. If this does not appear to be a good bargain to the province of Prince Edward Island, that province can say: "No, we will not accept this money, we will go ahead and build our own highways as we have been building them, we will not be a party to this scheme and we will not consent to putting up 60 per cent in order to get 40 per cent." If the provinces of Saskatchewan and Alberta consider that the bargain is a poor one then Saskatchewan and Alberta can say: "No, we will not agree with the terms proposed, we will not agree to put up 60 per cent in order to get the 40 per cent that this Government offers to our province." Oh, but you say, while that is true and each province may refuse to enter into the agreement, this money is the money of the whole country and if Prince Edward Island, Saskatchewan or Alberta does not feel like accepting this proposition for themselves, they do not want to see Ontario, British Columbia or Quebec get any money along these lines. Why not? We have spent millions and hundreds of millions of dollars in building railways, canals and public works here and there from the Atlantic to the Pacific. And what was the justification? The general benefit of Canada. That is what it was done for. The railway built in Prince Edward Island does not benefit

directly the people of Ontario, but the money that was voted for that railway was expended for the general benefit of Canada. While it benefited Prince Edward Island, it was indirectly a benefit to Ontario as well. I would like the members of this committee to consider this question from that standpoint. Is it not worth while for this Government to spend a certain amount in Ontario, in British Columbia and in those provinces which are willing to meet the conditions laid down here and to carry out their various desires of having good roads? If these provinces are willing to meet those conditions and to put up 60 per cent, is it not in the interest of Canada that the money should be spent in that way? It seems to me that that is a point well worth considering. I speak for the province of Ontario. Hon. members should not lose sight of the fact that while the West is a very important part of our country, considerably more than half of the population of this country is in the provinces of Ontario and Quebec. They should not lose sight of the fact that while the West is a very great agricultural or farming country, as yet it has not reached the status of either Ontario or Quebec in agricultural production. The farmers and the residents generally of the older provinces have a very strong claim on this Government to assist them in providing those roads which will act as feeders for the big lines of railways. It is not only the farming community that are interested in good roads. I venture to say that the people of the cities and towns are just as much interested,—at this time when the cost of food products is high, a little more so,—than are the people living in the country districts. Because if you have a system of roads extending for a distance of twenty or twenty-five miles from a city or town it means that in these days of automobiles the products of the farm are brought into that city or town which would never reach it over bad roads, employing wagons as they used to be employed years ago. In expending this money I think the system that should be followed is for the Dominion Government, acting with the governments of the different provinces, to decide upon a standard road; at present one kind of road is required for one province, or part of a province, and a different standard for another part. Let the engineers or the men appointed by, we will say the province of Ontario or the province of Quebec, meet with engineers appointed by the Federal Government, decide upon the kind of road to be built and take the