

vincial governments on the basis of population, and should be spent by them in co-operation with the municipalities.

Mr. HENDERSON: I was somewhat surprised when I heard the hon. member for Prescott (Mr. Proulx) and the hon. member for South Wellington (Mr. Guthrie) suggest that the minister had ever thought of appropriating this money or a part of it for a great trunk road from Windsor to Quebec.

Some hon. MEMBERS: He said so.

Mr. HENDERSON: The hon. minister did not say so. I heard what he said. He simply made a reference to the agitation in the country for trunk roads, but not for one moment did he suggest that this money should be used for any such purpose. Hon. gentlemen may try to distort his meaning and endeavour to make the farmers believe they are not going to obtain the benefits of this money; they may twist and turn the facts as they see fit, but they can cite no statements of the minister to support their contention. I sat just as close to the minister as the hon. member for Prescott (Mr. Proulx); I heard exactly what he said, and I am quite sure that he did not say what the hon. member for Prescott has set forth. It may be a very good act of political strategy on the part of the hon. gentleman opposite but I am quite satisfied that the position I take with reference to what the minister said is quite correct.

I have always favoured a system of good roads and I am delighted when in my own county I come across a stone or macadamized road. I am happy to say that in the county which I represent we have many miles of these roads; we are gradually adding to them, and hope in a few years to have many more. If there is one thing that the farmers of this country appreciate more than anything else, it is a good road to go to town, to market, or to the railway station. and you find that no objection is made to a few extra dollars in taxation. I can remember the time when extra taxation was held out to the farmer as an objection, but now that is seldom mentioned, so favourable is the attitude of the farmers towards the necessity for having good roads; and that is the reason why this Bill is meeting with so much favour throughout the country. The money which is to be voted, when this Bill becomes law, is Dominion, not provincial money, and why should the Dominion lose control of the money which is being voted by this Parliament? It is raised by Dominion taxation; it should be controlled in some substantial way by the Parliament or Government granting it, and I am not afraid to advocate that this Government should keep a string on that money until

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it is appropriated for the purpose for which it is designed. Hon. gentlemen opposite have asked us why we should not give the money to the provinces in the way subsidies are granted. Subsidies are very different; they are granted under the British North America Act, and are absolutely given to the provinces to be expended in such manner as they may see fit. They may expend the money on education, on agriculture, on the administration of Government, and in a variety of ways; but this money is granted for the purpose of constructing good roads and making and repairing highways—not a dollar of it can be used for any other purpose. It is the duty of this Government and the Dominion Parliament to see that every dollar of the money is expended for the purpose for which it has been designed.

I do not see the propriety of cutting out clause 6; I think it is a very proper provision. I have no doubt the Bill was drafted with a great deal of care, and, as this clause seems to provide a safeguard in respect to the matter to which I have just referred, I would not favour the striking out of a clause which is inserted for any such good purpose. When this Bill was before the House a few evenings ago, the hon. member for Welland (Mr. German) referred to the provincial aid that was given in the province of Ontario for the construction of good roads. He said that in the days of Sir Oliver Mowat a grant was made for that purpose, and successive administrations—the Administration of Mr. A. S. Hardy, Sir George Ross, and Sir James Whitney—have been favourable to the granting of money for the purpose of improving the highways, not only of the northern and newer sections of the province, but of its older portions, where there is a great need for the improvement of the highways. I would point out that, just as the hon. Minister of Railways has done, the Government of Ontario under these successive premiers has always kept a string on the expenditure of the money granted, and never allowed the county councils to expend the money without its being subject in some degree to the control of the province. So that the policy the hon. minister has adopted with reference to the expenditure of this money is very much akin to the method laid down by the premiers of these governments of the province of Ontario.

Mr. PROULX: Is the hon. member satisfied with the system adopted by Ontario?

Mr. HENDERSON: Yes.

Mr. PROULX: Then why not leave the work in the hands of the provinces?