

our engineer suspects any collusion, politics, graft, or the wasting of public money, all he has to do is to report that to the Minister of Railways and Canals, who will have the right to say whether he will allow the 40 per cent or not; and until they construct that road according to the minister's satisfaction that the money has been actually, necessarily and reasonably put into the construction, the grant will not be allowed. It is therefore impossible for anything in the way of incompetence or waste of public money to occur.

Mr. COPP: Will the expenses of the engineer come out of that 40 per cent?

Mr. CARVELL: There is nothing in the resolution, but I presume not, although all might be charged up to the cost of the road. However, if I have anything to say about it—and possibly I may have—no roads will be built unless there is a competent engineer overseeing them, and no money will be paid out until the engineer reports that the work has been properly and reasonably carried on.

Mr. J. H. SINCLAIR: Why don't you make it "fifty-fifty" like the Union Government?

Mr. CARVELL: The Union Government is "fifty-fifty" when it comes to doing business.

Mr. J. H. SINCLAIR: Could it not be raised to fifty instead of forty?

Mr. CARVELL: Well, that is a logical question, and one for discussion. I hardly think so myself. I know it has been urged upon the Government strongly that we should contribute one-half of the cost of construction of the road. Personally, my view is that the Federal Government should not adopt the policy of road building in Canada, but that we should assist the provinces in the construction of roads. Without some assistance I do not believe we will get the roads we require.

Mr. McKENZIE: Where are you going to get the money?

Mr. CARVELL: Well, I think we can get it as well as the provinces can. It has to be raised by taxation, and we can devise a method by which we can get the money. I have a great belief in the necessity of good roads. I believe they are of the greatest importance to the prosperity of the country, but I do not believe the Federal Government should start out building highways. We have therefore laid down this principle, that we will pay forty per cent

[Mr. Carvell.]

to assist the provinces in the construction of roads but to assist them in such a manner that there will be nothing that is not perfectly straight and that there will be no money wasted in the construction of these roads.

Mr. CAHILL: I want to know if the regulations will make any provision for roads in sections that are not between centres. What will govern the selection of the road that this money is to be expended upon? If the provincial government will apply for the money to build any kind or portion of a road and say that they are willing to pay sixty per cent of the cost of that road, does that mean that the Dominion Government will be willing to pay forty per cent of the cost?

Mr. CARVELL: No; I can answer that right off. The intention of this legislation is to build highway roads—roads leading from centres to centres. I cannot tell you any two points in Canada between which a road will be built or where we propose to build a road under this legislation. But we certainly do not intend to agree to the construction of roads out of this money in what we may call byways. We want this money to go to the construction of what we might call main arteries. I think I can say right off that there should be a road from Montreal to Ottawa, that there should be a road from Montreal to Toronto, and a road from here down to Prescott. Anybody can pick out places of that kind and say that it is roads of that class that must be subsidized. I have no doubt that there will be some friction between the federal and provincial authorities as to the roads which shall be built but I do not think it is impossible to overcome these difficulties. I think that ordinary business principles will prevail and that the result will be that the money will be expended upon what would be really the main arteries of commerce or highways in Canada.

Mr. I. E. ARGUE (Swift Current): Mr. Chairman, I do not very often take up the time of this House, but I think I should say something on this question of highways. We are proposing to-night to spend \$20,000,000 to build highways in Canada. I notice that the hon. the Minister of Railways (Mr. Reid) mentioned Ottawa and said that it would be a good thing to have good highways around here so that farmers within 25 or 30 miles could bring their produce in to market. That will be very nice, but