

the House of Commons in the way indicated, and I thought it unreasonable that this Chamber should intervene and say; 'notwithstanding that you have assumed the full responsibility that you have, by voting this amount, yet you must spend it as the Senate of Canada says, and not as you the Government of Canada declares.' My hon. friend has alluded to the constitutional difficulties surrounding this question. Constitutional bogies will not be appreciated by the farmers of Canada. That is a question which arose many years ago in the United States. In the North American Review of September 13, my hon. friend will find a very interesting article on that subject. While in the United States, the states of the Union claim that a federal authority can exercise no jurisdiction over the roads of the country, there it was worked out mutually, and the states were only too glad to co-operate with the federal authorities in carrying out a scheme mutually arranged between that authority and the states. The constitutional appropriation was supported chiefly upon some or all of the following federal powers: to establish roads, to regulate commerce, to declare war, to provide for the common defence, and to promote the general welfare. If the federal authority of the United States could invoke its general powers under the headings which I have just mentioned, so might the Dominion of Canada in building roads throughout the Dominion. The Dominion of Canada is just as much interested, as the provinces, in the means of transportation, in questions affecting law and order, in questions affecting trade and commerce, with all of which the highways have to do. It seems to me, with all due deference to the criticisms which have fallen from my hon. friends opposite, that to throw constitutional difficulties in the way of voting an important grant, is not serving any good purpose.

Hon. Sir GEORGE ROSS (Middlesex)—How can you as a Government, evade the constitution?

Hon. Mr. LOUGHEED—The constitution could not stand in the way of this. There is nothing to prevent the Dominion from voting an amount of money to the provinces, to be expended according to a scheme determined by themselves and the provinces. Who will say them nay?

Hon. Sir GEORGE ROSS (Middlesex)—Will you get the judgment of the Supreme Court on that?

Hon. Mr. LOUGHEED—The courts could not intervene if the Dominion Government chose to vote a sum to be expended in any province, in accordance with a scheme arranged between the two Governments—the courts could not interfere.

Hon. Sir GEORGE ROSS (Middlesex)—Any court can declare a law unconstitutional.

Hon. Mr. LOUGHEED—But could not prevent by their judgment such assistance being given.

Hon. Sir GEORGE ROSS (Middlesex)—If my hon. friend is so confident that his judgment is right, let him refer the matter to the Supreme Court. We will not quarrel with the judgment of the court.

Hon. Mr. LOUGHEED—If any province should be so reluctant to accept money for the building of highways, this Government is not going into litigation over the question.

Now my hon. friend has recited a number of Bills which should in his opinion have been brought down, but which have not been mentioned in the Address, and which were not received in a friendly spirit by the Senate in previous sessions. Among these Bills was the Branch Lines Bill. I think my hon. friend was right in much of the criticism which he made as to that Bill not being rejected on partisan grounds. Of course I would point out, as my hon. friend very properly did point out, that the Bill was originated when the late Government was in office, and likewise was rejected last year. So that I am unaware of the charge of partisanship having been made as to the rejection of that Bill being well grounded. I might say with reference to the Bill, that it was not an unreasonable power for the Government of the day to ask, that they should be entrusted with acquiring the branch railways in connection with the Intercolonial railway. It was in the interest of the country that this should be done. I have no hesitation in saying that the Government of the country is placed in a position of disadvantage, by reason of the legislation which last session was rejected touching the leasing of branch lines of the Intercolonial railway. If similar legislation were passed with reference to any of the other great transportation systems it would be impossible for those systems to do business with advantage. To enact that the Government of the day, operating a great system of railways, should be handi-