

Supply—Resources and Development

about the maximum amount of money the provinces could spend on this project and it is roughly related to the period of time over which the project will be developed, namely seven years. It is approximately one-seventh of the total amount voted by the federal government for that purpose.

What were the other questions?

Mr. Black (Cumberland): How will it be distributed?

Mr. Winters: The distribution will be in this way. As the provinces get on with their work they will be paid for work completed; and the payment for work already done will be related to the payment for work completed. Does that answer all the questions?

Mr. Black (Cumberland): I asked the minister about the money. If it can be shown that the costs of these highways being taken over as part of the trans-Canada highway are paid for by the 50 per cent of the costs paid to the respective provinces, then the provinces would not have to contribute anything. If they can take that money contribution of the federal government for the purpose of paying half the cost, they will not have to put up any new money for the trans-Canada highway. Personally, I want to register my complaint as to that. I think the entire \$300 million should be used for the rebuilding and improving of the highways, bridges and culverts, widening out rights of way and so on and making it a worthy trans-Canada highway not only for today but for all time. I am opposed to this agreement, and I am sorry that the minister entered into it.

Some hon. Members: Eleven o'clock.

Mr. Baier: I should like to ask the minister if the route across the province of Saskatchewan has been decided upon between the province and the federal government. If not, I would ask the minister to be sure to have his engineers check over what we consider to be the one and only route, namely the Yellowhead route across the province of Saskatchewan.

Mr. Winters: In reply to the hon. member, may I just say that the route across the province of Saskatchewan has been chosen. It was chosen by the government of the province of Saskatchewan.

Mr. Cote (Matapedia-Matane): I should like to ask a question respecting a highway in my riding, which is of course the entrance to Quebec from New Brunswick. The road is paved, with the exception of about fifty miles, to Montreal. This is a good highway. Will the provincial government be in a position to bill the federal government to the extent of 50 per cent for the road now in existence?

Mr. Winters: If the government of the province of Quebec enters into an agreement with the federal government under the Trans-Canada Highway Act; if there is a road already in existence which conforms to the standard laid down in the specifications drawn up under the terms of the act, and if the accounts are submitted as set out in the act and meet the scrutiny of the federal government as provided in the act; then they will receive half the cost of construction.

Mr. Macdonnell (Greenwood): Five jumps to get over.

Mr. Higgins: The minister announced today that the new province had signed the trans-Canada highway agreement. Is there any significance between the signing today and the event that takes place tomorrow in Newfoundland, the 453rd anniversary of the discovery?

Item stands.

Progress reported.

BUSINESS OF THE HOUSE

Mr. Fournier (Hull): There being no more legislation, except the appropriation bill, on Monday we will consider estimates. The following departments are ready: national defence, trade and commerce, post office, resources and development, secretary of state, transport and justice.

An hon. Member: In that order?

Mr. Fournier (Hull): For the first two, at least.

At eleven o'clock the house adjourned, without question put, pursuant to standing order.

[The following items were passed in committee of supply]:

DEPARTMENT OF FINANCE

General administration—

85. Departmental administration, \$1,392,488.

86. Comptroller of the treasury—central office and branch offices administration, and to authorize payment to Norman Bell of compensation at a rate equivalent to £4-10-0 per week in respect of injuries received while employed in the overseas office of the comptroller of the treasury, \$11,302,552.

Administration of various acts and costs of special functions—

87. Superannuation and retirement acts, administration, \$188,700.

88. The Bank Act—salaries and expenses of the inspector general of banks' office, \$28,400.

89. Administration of the Farmers' Creditors Arrangement Act, 1943, and the Municipal Improvements Assistance Act, 1938, \$34,202.

90. Administration of the Farm Improvement Loans Act, 1944, and the Veterans' Business and Professional Loans Act, 1946, \$55,520.