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the appropriation. The deputation to which my honorable friend refers, I think, went away without any mistaken view as to what the attitude of the government was. The reply to their request was made by the Prime Minister, who pointed out the fact, as I have stated, that our federal obligations were so great that the government thought it was time the provinces should look after the further development of good roads, and that the federal authorities should devote their attention and their expenditures to those things which necessarily come under federal authority. It was further pointed out that, while the war affected all parts of Canada, directly the expenses of the war fell upon the federal authorities, and the burden of taxation had risen to a point where the government believed it would not be justified at the present time in giving further aid to those things which are essentially provincial. That is the attitude of the government, as I stated before. We thought it would not be just to the provinces who had begun to develop a plan for good roads, believing they would have the entire amount of this appropriation at their disposal, to cut them off before they had their plans developed. This resolution is based on that principle, and it is proposed to extend the time so as to place all the provinces on an equal footing in regard to their ability and time to earn the amount of this appropriation.

MR. FORKE: -It seems to me, on this question of road building, after all the people pay. It does not matter whether it is the Dominion government or the provincial government, the money comes from the people. In connection with municipal affairs, I have had some little experience in building roads, and I do not know that government aid is just the best thing in some circumstances. I believe Manitoba would to-day be in a better position if it had a good many roads yet to build that it has already build, and built at a time when wages were high and expenses of every kind enormous. With the fillip that it got from advances from the Dominion government and advances from the provincial government, the idea was: Go on and build the roads; so after all those grants, and, of course, in that way the province ran into pretty large expenses and debts. I am a believer in good roads. The measure of a country's civilization is known by the way in which it goes about road building. At the same time I want to point out the fact that nearly all the big road building that has been done in the Dominion of Canada has been done at the most expensive time when it could possibly have been done, when help was scarce and when it cost an enormous amount of money to get the work done. In the municipality in which I was interested, we used to get the work done for 20 to 25 cents a yard; whereas during the time the great bulk of the road building was done, this cost 40 to 45 cents a yard. This shows the enormous cost of carrying on road building. The government in this case is neither to be praised nor to be blamed. I think about the right thing to do is to drop this policy in the meantime.

MR. McMASTER: -I think the government is to be congratulated on bringing to an end on fair terms a system whereby one power supplies the money and another power spends it.

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