

as possible. It was deemed important to make provision so that where work was not available people should be fed and kept warm. Therefore \$4,000,000 of the \$20,000,000 was set aside for that specific purpose, on the understanding that the provinces and municipalities concerned would do their bit on an equal basis. So it was provided in every provincial agreement, as well as in the Federal Government's regulations, that wherever people were found to be in need of municipal assistance in order to secure food and to keep warm, the municipality should have full jurisdiction to render aid, and that upon the presentation to the Provincial Government of proof of the expenditure made, that Government and the Federal Government should each bear one-third of the cost.

The remainder of the \$20,000,000 was allocated for the purpose of creating employment opportunities. It is not my intention to-day to go into the details of all that was done, because another time, perhaps, will be more opportune for the discussion of such details. In order that honourable members may have an idea of the intent and the motives behind the plans laid down, however, I shall deal with them briefly. An agreement was reached with the provincial governments as to the amount of money to be applied to each province. We quickly found that while many municipalities were very eager to carry on public works to relieve their unemployed, they were not so ready to pay any large proportion of the cost. So it became necessary to lay down some basic principle which should govern. I remember that the Premier of the first province to come in under the plan said that there were municipalities in his province that could not pay a cent for such purposes. I said to him: "I am sorry, Mr. Premier, but the Federal Government cannot agree to relieve any municipality entirely of its constitutional obligations; therefore some portion of the cost of carrying on works to relieve unemployment must be borne by the municipality in every instance, and the principle of the responsibility of the municipalities towards their own citizens must be recognized and maintained." So, generally speaking, all the provinces signed agreements to that effect, and the municipalities were required to pay one-half of the cost of important municipal works within their own boundaries, such as sewers, sidewalks, or water supply, and to carry on such work this winter to give employment to those who otherwise would have to be helped directly, work being universally recognized as preferable to direct relief. We said: "You pay half the

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cost, and the Province and the Dominion pledge themselves each to pay twenty-five per cent."

More than 1,600 tripartite agreements between municipalities and provincial governments and the Federal Government have been entered into since October last, and in consequence about \$69,000,000 worth of employment opportunities have been placed within the reach of the people of Canada who were out of work and in need.

In addition, the two great railway companies were approached and consulted as to whether or not they could assist in creating employment opportunities that would be helpful at this time. After a few days' discussion, first with the Minister of Railways, and then with myself, the railway companies took the suggestions into consideration. Shortly afterwards they came back and said: "Here is a programme of work which it was intended to commence within the next one, two or three years, but we are prepared to proceed now if the Federal Government will compensate us to the extent of paying the interest cost on the capital investment necessary. Proposals were carefully discussed and considered, and it was found that much work could be done. It did not seem feasible to attempt to build too much new line. Although hundreds of miles of lines had been authorized, it seemed advisable rather to distribute the work as widely as possible, among as many industries as possible. It was found that the purchase of a couple of hundred miles of new heavy steel rails would furnish work for the coal miners and for the men in the steel mills, and would extend employment opportunities to a considerable number of men who otherwise might not have been reached. So in the aggregate a very substantial quantity of work was outlined and is now under way.

Another useful work that was considered in order to provide employment was the elimination of grade crossings, which comes under the jurisdiction of the Board of Railway Commissioners. It was thought that that work might be undertaken, with good results, for two purposes—to reduce the hazards of the travelling public, and to provide employment; and the substantial sum of \$500,000 was transferred to the Board of Railway Commissioners, through whose instrumentality the work was to be carried on.

This is a brief outline of the plan that has been pursued in co-operation with the provincial and municipal authorities throughout Canada since October last. Early next week there will be laid upon the tables of both Houses a report giving by provinces a