

Liberal attacks on agricultural prices also came in for comment. Mr. Macaulay contended that the Tories were blamed for low prices, but that credit for high prices goes to President Roosevelt. Quoting Department of Agriculture figures for last Saturday, the Minister showed that higher prices for butter, eggs, and hogs prevailed in Toronto and Montreal in comparison with Chicago, and charged that "only a fellow with a one-track mind, and that track leading straight to Washington, would say that President Roosevelt is entitled to credit for improved prices in Canada."

Liberal promises to cut the cost of administration in half were interpreted by Mr. Macaulay as a camouflaged attempt to put the Civil Service on the basis of the United States "spoils system." The member cited Sir James Whitney's refusal to dismiss Liberal appointees, and said: "Anyone who seeks to chop off the heads of the Civil Servants because they are appointed by an opposing Administration is only digging his own political grave."

Increase Indicated.

Referring to suggestions for the future allocation of Cabinet seats, Mr. Macaulay directed fire on Liberal suggestions for a separate Minister for Forests and the Department of Education. Such an increase, he pointed out, would bring the Cabinet membership up to eleven. "They have been promising to reduce the number of the Cabinet, but apparently this promise has already been relegated to the limbo of forgotten things," the Minister charged, contending that, according to reliable information, there would have to be twenty-five Ministers in any Government formed by the Liberal Leader.

Quoting from *The Globe*, Mr. Macaulay brought up a statement made by Mitchell Hepburn implying that the Minister had enjoyed a free ride to England. Labelling the implication a "falsehood," Mr. Macaulay declared: "I had no free ride to England. Not one cent of my expenses was charged to the Province." "The Liberal Leader," he said, "has been making false statements so often that one more neither surprises nor shocks the Province." Mr. Macaulay went into detail in support of this accusation, concluding with the contention: "That is why he does not take a seat in this House."

Swinging into non-political argument, the Minister of Highways cited tables showing a decline in the amount of expenditure on county roads, township roads, and King's Highways. Figures were introduced demonstrating a decline in expenses for the county roads from \$9,200,000 in 1929 to \$2,800,000 in 1933, from \$6,500,000 in 1929 to \$2,400,000 in 1933 in township road cost, and from a peak of \$13,300,000 in 1930 to \$5,200,000 in the case of the King's Highways. The figures did not include Northern Ontario roads or the Trans-Canada Highway.

Mr. Macaulay pointed out that it was obviously the duty of road authorities to provide for adequate maintenance of the roads. "Maintenance can be cut down to the point where the capital investment is imperilled," he stated. Outlining the Dominion and Provincial agreements, giving special assistance to roadwork involving unemployment relief, he said: "On a typical township job, where the labor is 60 per cent. of the total cost, the distribution of costs works out as follows: Dominion, 20 per cent.; Province, 44 per cent.; township, 36 per cent." Other figures proved that, on the average, county expenses had been reduced by nearly half.

In the matter of King's highways, the Minister, analyzing the same costs and reckoning in the special Dominion and Provincial subsidies, stated that the portion of the total cost to be paid by the county was reduced from 20 per cent. to 14 per cent. All calculations were subject to local variations.

"In the last four years," Mr. Macaulay stated, "there has been spent on roadwork, including King's highways, county and township roads, Northern Development roads and the trans-Canada highway, \$115,000,000, including \$30,000,000 for maintenance." This expenditure, he declared, had, on a basis of 200 days per year per man, provided employment to over 45,000 men. "Road construction and maintenance," he said, "has come to be one of the major industries of Ontario."

The Minister invaded the tangled field of transport, remarking, with the aid of a quotation, that the loss of railway traffic to the trucks is dwarfed by the loss due to the private automobile. "In Ontario, notwithstanding the depression, the consumption of gasoline has gone up from 200,000,000 gallons in 1929 to 214,000,000 gallons in 1933," he stated, citing other figures showing an increase in commercial vehicles and a decrease in the registration of private passenger cars.

Switching to the subject of Hydro, the Minister detailed at length the general and rural statistics of the enterprise, summing up with the declaration that "this public ownership enterprise has been able to accumulate profits and reserves that compel the admiration of the whole country." He compared the rates in Ontario and the United States, the latter averaging three and a half times the former, and mentioned that seventy-seven of the municipalities have their local properties free of debt.

Touching on power development in Northern Ontario, Mr. Macaulay stated: "When the story of the Abitibi development comes to be written in the history books of this Province, it will be shown that that development was as momentous a start for electrical development in Northern Ontario as the policy of Whitney and Beck at Niagara for Southern Ontario."