

over there they have tar macadam for a stretch, vitrified brick for a stretch, and solid concrete, with expansion joints every twenty-five feet, for another stretch. Are we going to have roads like that? Are we going to have anything nearly like that? I see the minister smile. I think it is his duty to take the committee into his confidence and tell us exactly what kind of roads we are going to spend forty per cent on. The minister may say that arrangements have not yet been come to with the provinces in that regard. I quite appreciate that. I hope that Ontario will be more progressive in the expenditure of its money on roads. I admit that they have improved their roads, but they have done so more by improving the roadways than by what they put on them. The term "permanent roads" seems to signify the exact opposite of what it ought to mean. I concede that it would be impossible to make roads from one end of this country to another at the tremendous cost that would be required for permanent roads. It is important, however, that we should have a continuous chain of roads so that the Maritime Provinces will connect with a good road at Quebec, Quebec with Ontario, and so on. Through the co-operation of State and Federal Governments and the county authorities, the United States are going to build a road from Port Huron, opposite Sarnia, clear down to the Gulf of Mexico. The superintendent of highways of Michigan stated this in so many words at a convention in Stratford, the county which I have the honour to represent here. He came to Canada for the purpose of asking the people of that district to connect up their road with this one at Sarnia and Port Huron, with resulting advantage to both countries. It is the duty of the Government to be very careful in this matter; they should not entirely surrender the right to say as to the location of the roads in any agreement that they may make. I should like to hear the minister tell us how "permanent" these roads are going to be,—of what they are to be constructed and whether they may be denominated as permanent or semi-permanent roads. I do not want to see under the Dominion aegis what I have seen in Ontario: roads on which the province have paid forty per cent blown to—I was going to say blazes.

Hon. J. A. CALDER (Minister of Immigration and Colonization): Conditions throughout our country vary very considerably. What would apply to Ontario will not apply to Saskatche-

wan. I have lived in Saskatchewan for fifteen or twenty years; I was connected with the Government there, having been Minister of Highways for about five years, and I think I know the conditions in that province. The road problem was before us all the time. If you suggested the building in Saskatchewan of a road such as exists between Toronto and Hamilton, the people of that province would not stand for it for two minutes.

Mr. CLARK (Red Deer): Is not my hon. friend furnishing the committee with a good reason why the provinces should be left to settle this matter?

Mr. CALDER: That is another phase of the general question. So far as Saskatchewan is concerned, our road problem is so huge, there is so much work to be done, the volume of expenditure that must be carried on during the next ten or fifteen years is so great, that to talk of spending money on a road that will cost in the neighbourhood of \$12,000 to \$15,000 a mile is out of the question. In our province we have mud roads. There are in that province large sections in which there is no stone and no gravel. Consequently, we have had to develop simply the best system we could of mud roads, clay roads, and in the main, they are serving their purpose fairly well. We can have a fairly high grade clay road if it is properly built and drained. Roads of that class may be considered as of three classes or grades. Therefore, if in the consideration of this measure the House is to determine that in all the provinces of Canada we are to have but one standard of roads, and that the various provinces will not have an opportunity of taking advantage of this measure if they do not conform to that standard, I doubt very much if that will be acceptable to some of the provinces. I think that, if the measure is to be adopted, it must be elastic in its provisions; that there must be sufficient latitude that the Government may make with each province an agreement which will suit conditions in that province.

Mr. ORREN D. CASSELMAN (Dundas): The hon. member for North Perth (Mr. Morphy) asked for information from the minister (Mr. J. D. Reid) with regard to the class of road towards which the department purposes contributing forty per cent. If I remember correctly the explanation given by the minister, when he introduced this resolution to the House last Friday, he made a division of the roads into classes based on the classification which obtains