

make everything go satisfactorily and to see that the money is expended to the very best advantage. I do not think you will have any trouble if the Bill goes through and I am able to carry out the

10 p.m. provisions that may be embodied in it. I shall be very glad indeed to have a discussion on the Bill and to receive any information or advice that can be given.

Mr. FIELDING: It may be that the municipalities will have to participate in this matter, so I presume the agreement which my hon. friend may prepare will contemplate that, because the roads are municipal matters to some extent. Of course, the municipalities are created by the provincial legislatures, but I imagine that, to make this effective, you would need the co-operation not only of the Provincial Governments but also of the municipalities. Once or twice my hon. friend the Minister of Railways and Canals (Mr. Reid) has referred to "main" roads. Well, I have had some experience in by-gone years in defining what a "main" road is, and my observation has been that every man thinks that the road that runs past his house is the "main" road, and any project which proposes the expenditure of money at some other point is looked upon by him with a great deal of suspicion. However, these are difficulties we shall have to meet and make the best of as we approach them.

Mr. H. B. MORPHY (North Perth): The minister (Mr. J. D. Reid) has asked the House for information in lieu of not giving any himself on this Bill. As I take it, one of the most important things that should be in the resolution is left out; that is, that this Government shall have some check upon the location of the highways which it is going to assist in building. The word "location" is left out. I called the attention of the Minister of Public Works (Mr. Carvell) to that the other night. He claims that it is in by virtue of the use of the word "otherwise."

Some hon. MEMBER: And "description."

Mr. MORPHY: And "description." Well, strike the whole section out and make it "description and otherwise." I think the most important word of all is "location." I take it that if these roads are to be permanent, they should be, first, provincial; second, interprovincial; and third, national. Location, therefore, is the very essential principle of the whole scheme. The roads must go through one province to meet a highway in another, and so on continuously through-

[Mr. J. D. Reid.]

out the country; otherwise the highway would in no sense be a national one. The word "location" should be in the resolution; otherwise it may afterwards be said that this Government never intended to exercise any control over the location—and I think we should.

The minister said the other night that there were to be roads of three different standards as to construction and as to material. The committee should know what standard will be number one, what number two, and what number three. Unless these roads are to be what a good engineer would call permanent highways, the cost of contributing forty per cent to their construction will be wasted money. My mind goes back to rural roads that have been constructed in Ontario under the Provincial Good Roads Law. Ontario has been assisting municipalities in the building of county roads by paying for grading and for gravel of a certain standard and its application to the roads. Forty per cent has been contributed to the roads of Ontario and forty per cent has been blown off by the winds and washed off by the water. They called them "permanent highways," but that expression is a misnomer. The natural cement in the gravel and broken stone had nothing to bind it to the road, and motor cars came along and whisked it off, assisted by the wind. I fear that this Government, unless their agreement with the provinces is such as to protect the exchequer, may fall into the error that occurred in Ontario. The Toronto and Hamilton highway is the only one that I know of in the province that is permanent. It is solid stone; it will last beyond the lifetime of any one living. Millions of dollars have been put into the roads of Ontario, and that is the only one that can be said to be lasting.

Mr. J. D. REID: Has the hon. gentleman any idea of what that road cost?

Mr. MORPHY: It is a pretty expensive road. I had the pleasure last year of going over hundreds of miles of the New York State roads. New York State has spent about \$70,000,000 on its State roads, but they are there to eternity. I understand that the cost of maintaining these roads is about five dollars per mile per year. They are of solid stone, solid brick or solid tar macadam. A journey in a motor car or a waggon for a distance of a hundred miles becomes monotonous on any one kind of road. A ride of a hundred miles on a cement or concrete road tires you out, although the road may be as smooth as glass. So