

have mud roads; that there are three standards of roads: mud road No. 1, mud road No. 2 and mud road No. 3. So I suppose No. 1 out in Saskatchewan would be the kind that would have most mud on it, No.

2 road with less mud on it would be entitled to a smaller grant, and the one that has the least mud on it, No. 3, would get the smallest grant.

Now, Sir, I am not going to offer any congratulations to the Government or the minister in regard to this matter until I see the Bill. I am going to be Scotch for the time being and be a little canny. I suppose that more money has been wasted in Canada on railroads than on any other one thing. Next to that I suppose more money has been wasted on highways than on anything else, and I think the chances are very good, from present indications that the highways will out-run the railroads in the matter of waste. I believe that every dollar of money voted by this Government for the building of any kind of road except the kind that is absolutely permanent is money entirely wasted. In that respect I am entirely in accord with the hon. member for North Perth (Mr. Morphy). There is no use giving \$80,000 to Saskatchewan to pile up a little mud and call it a road; that is money absolutely wasted. They might better have five miles of road in Saskatchewan built properly, five miles of road that will last for all time, than have a hundred or two hundred miles of mud piled up on any road. That is the kind of road they have out there, we are told by the Minister of Immigration. Well, I do not think much of that kind of road. We should not vote the money of this country to the assistance of Ontario or any other province for the building of any kind of road except one built on a proper foundation and properly surfaced, a road somewhat similar to those built on the other side of the international boundary, a road which will be absolutely permanent. Money voted for any other road improvement is money absolutely wasted; at least, it is money from which you will get only a very temporary advantage. For a year or two second class roads will show up very well, but then they will be blown or washed away as the member for North Perth says.

It seems to me that if this Government is to vote forty per cent and the province sixty per cent, the province should have sixty per cent control, not only in regard to road location but in regard to the kind

of road they want. If the province of Saskatchewan wishes to have sixty per cent interest in mud for a road, and this Dominion is willing to have forty per cent interest in mud, why, all right, if they can reach an agreement of that kind; but I do not think it is a very good or a very wise agreement.

I also think that if this Government is to vote forty per cent of the money it should have some say as to how that money is to be expended. That is to say, the money should not be handed over to a province, for instance, like Nova Scotia, which will unquestionably use it for political purposes, as they always have done. That is what they use the road money down there for. They do not use it for anything else except election purposes, I am credibly informed. The Government should not countenance any such actions as that; they should not encourage political dodgery in Nova Scotia, even though that province has persisted in following that policy for years. Let them fight elections on their merits, not simply on the expenditure of road money. If we vote forty per cent to the provinces for the building of roads, Dominion engineers should consult with engineers from the provinces regarding the kind of roads to be built. A standard road should be devised and agreed upon by the Dominion and provincial engineers, and the work should be let in sections by contract to the lowest bidder, thus getting it out of political control. Let the contractor build his section of the road in accordance with a standard fixed by agreement between the provincial and Dominion engineers, subject to proper inspection by some one agreed upon by the provincial and Dominion governments. We need better roads in Ontario; we are entitled to them; we are entitled to assistance. Our friends from the West must not forget that they have received a good deal of assistance from Canada as a whole in the building of the railway lines throughout the western country. An hon. gentleman says that the people of the West have paid for it all. Not by any means. The greater part of the burden of expenditure for the building of railroads throughout Canada, particularly throughout the West, has been borne not by the West, but by the eastern provinces. The East has contributed very largely to the prosperity of the West; the East has borne the bulk of the burden of railway construction in the West as well as in the East. Ontario, from every standpoint, particularly from that of population, and more particularly from the standpoint of the fair claims of its agricultural popu-