

Dundas, to link up with the road that passes the place of the minister of public works of Ontario. They called for tenders, and these were for \$109,000; \$111,000 and \$122,000 for that section of the road that passes through the town of Dundas on the Hamilton-Kitchener highway. My contention was, and still is, that the lowest tender should have been accepted, all other things being equal. But the minister of public works of Ontario, Mr. Hogarth and Mr. Maclean, had a secret meeting of the council of the town of Dundas, and gave a contract to the Warren Paving company at \$122,000, or \$13,000 higher than the lowest tender. What inference is to be drawn from that? They built that piece of road in Dundas, and found they could not pay for it. They cannot pay for it under this act because it was built in 1920; therefore the inference is that the contract was given to the Warren Paving company in order to get an amount of money to pay the difference between the \$109,000 and the \$122,000.

ASTRAY IN FACTS

I brand these statements of Mr. Wilson's as false. The provincial department of highways built this portion of the road to the same limit as was originally the county road. Under the act we have as much authority to build within towns or villages as within townships and it is our ordinary policy to assume, as part of provincial highways, all entrances to towns and villages passing sparsely occupied land. We pursued the same policy at Dundas as we did in every down in Ontario. The additional width, with curb and gutter, was built at the request of the Dundas council and will be paid for by the municipality. Our actions in reference to the town of Dundas are strictly in accordance with section 28 of the Provincial Highway act.

Mr. Wilson's statement that Mr. Maclean, Mr. Hogarth and myself had a secret meeting with the council of Dundas is absolutely untrue. We never met the council of Dundas. Mr. Hogarth was asked to attend a meeting when the question of tenders was under consideration. He did so, as the department's representation, and as the department was interested he had a perfect right to do so. It is true that the lowest tender was not accepted. There was just reason for this. The Warren Paving company was the only firm tendering ready to do the entire work itself. The other tenderers were in the position that they would be forced to sublet the work, with the result that we would have been

faced with divided responsibility and uncertain guarantees where more than one contractor was engaged in a single piece of work. The laying of pavement requires experience and skill on the part of the contractors. Neither of the other two tenderers have any established standing as paving contractors in the laying of asphalt and concrete. The long and constant experience of the Warren Paving company was such as to justify any business man showing preference for their tender in view of the small difference involved. I would remind Mr. Wilson that the town council awarded the tender, not the department of public highways, which is only offering the same assistance to Dundas that we are giving to other towns when constructing the connecting links in the highway.

STILL IN WRONG

Speaking of the Hamilton-Dundas highway, Mr. Wilson said: "The road is thirty feet wide. The minister of public works of the province than that. He is determined to make that road wider. The road is a good road but the contention I make is that if we allow the minister to public works of the province of Ontario to carry out such an extravagant scheme, certain portions of the country will be favored and other portions will be neglected. Now he is expropriating 15 to 18 feet on each side of the road and he is paying the people for that land at the rate of \$1285 per acre. A constituent said they expropriated his property and the reason they gave was that the Hon. Mr. Biggs purposes, on this road from Hamilton to Windsor, to use this 12, or 15, or 18 feet, whatever it may be, for the purposes of building a boulevard between these two cities."

The false nature of these statements will be realized when it is understood that the department is but pursuing a general policy and that the Paradise road pavement will never be any wider than it is at the present time. We do not contemplate the construction of a boulevard on the Dundas road. To secure adequate road allowance on each side of the pavement providing for pedestrians, power lines, telephone lines and tree maintenance, as well as space for the sidewalk the township of Ancaster has applied for, we have expropriated some 7½ acres of land, running in a narrow strip along the present highway. This will take the pedestrians off this important link in the highway, where the traffic is so heavy. Mr. Wilson's figures are far fetched. Our plans do not and never did call for a boulevard nor for an extension of the pavement. The same policy pertains to the entire highway from Quebec to Windsor.