

The need of good highways has not and cannot be met by air, water or other land transportation systems. Hundreds of thousands of people in Canada depend on highway transportation for goods and particularly perishable products and as a means of disposing of the products of their labour. As a matter of record 73 per cent of cattle and hogs are moved to the markets without the deterioration that took place in the days before the development of our highway system. The D.B.S., in a current survey, concludes that the total of freight moved by road transport is greater than that carried by all other means of transport. While the results of the survey are incomplete, they would indicate that some 240 million tons are carried by road against 170 million tons by rail, 30 million tons by water, and 2 million tons by air.

The daily transport of thousands of children to consolidated schools has been made possible by the construction of roads, and a child on the back concession is given an opportunity for education equal to that of a child in the more populated areas.

Unlike ancient Rome, Canadian roads do not all lead to the Capital City; nor do they originate there. In a federal system with its division of jurisdiction, sometimes exclusive, sometimes overlapping, the major share of responsibility for road construction has rested traditionally with government at the provincial and municipal level. This is as it should be, for government should be kept as close as possible to the people it serves.

Having regard to the difficulties of construction in many parts of our country and the vast distances involved, the provincial and municipal governments have done an outstanding job in developing a system of roads and highways that is unrivalled by any nation of comparable population and size. Indeed, some of the road-marking devices and other features of the provincial highways systems are regarded as models of their kind by many of the States of the Union to the south of us. It is a fact not too widely realized that Canada has more surfaced roads per capita than the United States. Surfaced roads have almost doubled since the beginning of the Second World War, and almost 100,000 miles have been added since that war ended.

The total expenditure last year on roads amounted to \$614 million, of which 65 per cent was by the Provinces, 22 per cent by the Municipalities, and 4 per cent by the Federal Government, and the balance by private industry or others.

Although the primary responsibility for roads rests with the provinces and the municipalities, it has been recognized increasingly in recent years that there are national considerations which warrant federal financial participation in co-operation with such provinces as desire road building. For example, the central government has assumed responsibility for roads in