

in this province. If I remember aright, he said that there were three classes of roads, namely, provincial highways, county provincial highways and county highways. That is the classification that is made in Ontario. He stated that it was the intention of the department to contribute only to those roads that were built to a high standard of excellence, namely, the provincial roads. I am heartily in accord with the principle of this measure, and my one objection to the plan outlined by the minister is that he proposes contributing only to those roads known as provincial highways. To my mind, if he adheres to that decision, there will be very few roads that will obtain this grant of forty per cent. I would ask him to contribute to the two classes of roads, provincial roads and provincial county roads. I believe that in Ontario a provincial road is supposed to cost from \$8,000 to \$10,000 a mile and a provincial county road is expected to cost from \$5,000 to \$8,000 a mile. I contend that roads of the provincial county class should also be given this grant of forty per cent.

During the time I have been in this House I have noticed that most hon. members commence their addresses by congratulating somebody. I want to be orthodox, and I conclude that I would be extremely heterodox did I not congratulate somebody on something. So I want to congratulate the Government on its decision to enter the field of road building. It is the opinion of those who have given this matter considerable study that the Government should have embarked on this work at a much earlier date. The construction of highways for vehicles in the opinion of many, should have kept pace with the construction of our railroads. Both are public transportation utilities; both are necessary to the easy, economical and rapid distribution of the products of our factories and our farms, and both require the expenditure of large sums of money, too large for the municipalities or the provinces unaided to undertake. We have built our railroads, if not wisely, at least extensively, and I think it may be said that so far as the trunk lines are concerned, we have not only met but anticipated the requirements of our country for many generations. But up to this time, if we exclude the abortive attempt of 1912, nothing has been done by the Federal Government to assist in this great and costly work of highway building. We have had roads of a sort since the days of the early settlers, and since the early settlers found it necessary to undertake the duty of building and maintaining roads, that duty, until recently, has,

[Mr. Casselman.]

to a very great extent, been left to them. Indeed, in Ontario, the Crown, in granting titles to farms, made a proviso that property holders should maintain the roads adjoining their farms. Out of this grew the pathmaster system, a system that had many points in its favour and which was, perhaps, the best that could be devised and established in the days of the early settlers. A road was then regarded as a community convenience and it seemed right that the community should provide and maintain that convenience. But the usefulness of highways has broadened. The users are not now only residents of a community; people from long distances use the roads, and it is no longer an equitable arrangement that the property holders should provide and maintain the roads abutting their farms.

I congratulate the Government on attempting to solve this great problem of road-building. It is not a new problem; it was a problem which the people of ancient times had to face. It was a problem more difficult to solve then, in "the days when earth was young," than now, perhaps, and we moderns may with profit copy, if not the methods, at least the style of the ancients in road-building. There are roads in existence to-day, and, indeed, in use to-day, whose foundations were laid before Canada was discovered. You will remember there is an account in ancient history of a road being built at the time the Pyramids were built. Babylon was paved two thousand years before the Christian era, and the Roman Empire began its system of good roads many years before Christ. There will be few who will deny that the great success of the Roman Empire was due, in part, to its remarkable system of good roads.

The Minister of Public Works (Mr. Carvell), in his speech at the opening of the session, laid down the principle that public money must be spent for public works, at this time, to serve two purposes: first, to provide needed conveniences, needed public utilities and institutions; and, second, to afford employment to those who otherwise would go to swell the ranks of the unemployed. I submit that there is no undertaking that will so well accord with the principle laid down by the Minister of Public Works, as the work of highway building. It will provide employment for the unemployed. The objection has been made that not many returned soldiers will wish to engage in this work, but some of them will, and, furthermore, the returned soldiers are more likely to get employment if unemployment is not general. Good roads will aid development and will prove a good