

Hon. A. Veniot said that upon his department rests the responsibility of the improvement of roads in New Brunswick. Up to two or three years ago extensive road improvement was out of the question. The government had previously had no definite policy of road improvement, and owing to the limited revenue, it had been impossible to lay down any system. Lately the feeling had spread that good roads were essential, and to-day the people are forcing the hands of the government for improved roads. New Brunswick stands in a different position from the other provinces in regard to a good roads policy. In Quebec, Ontario, Nova Scotia and other provinces, the municipality contributes to the construction and maintenance of roads, but in New Brunswick the provincial government constructs and maintains the roads without any municipal aid excepting a road tax amounting to no more than \$80,000 in one year. The province had found it difficult to carry on much road work on account of this limited revenue, but by funding the automobile fees it was found that a large amount of money could be raised for expenditure upon roads. The province is not constructing the higher types of permanent roads at present owing to climatic and soil conditions, said Mr. Veniot, and even if they had the revenue to construct them he doubted whether it would be wise on account of the climate in New Brunswick. However, the province is anxious to adopt the best program which will give good results, and he declared his viewpoint open to change upon hearing the discussion by men more experienced than he in road construction, and he hoped to derive extensive benefit by putting their ideas into practice.

Speeches of Welcome

Hon. Mr. Tessier welcomed the delegates and told how the good roads movement had grown in Quebec. His speech appears in full on page 495 of this issue.

Hon. A. E. Arsenault said that his province had been patiently waiting to hear something definite from Ottawa regarding federal aid. Transportation begins at a man's door and continues to the place of delivery of the goods. Every link in the road must be complete. If there is a break, the whole road is only as efficient as the weakest part. Good roads are just as necessary to the farmers as are railways, as everything which goes over the railways must also go over the roads.

Mayor Lavigueur welcomed the delegates in the name of the city of Quebec. An abstract of his address will appear in the next issue of *The Canadian Engineer*.

Mr. Ross, of the Quebec Board of Trade, declared that any coast-to-coast highway scheme is premature. He thought that good motor roads, carriage roads and colonization roads are urgently needed for better and more efficient service to the business men and farmers, and that the necessity of better business roads could not be over-emphasized.

Hon. Sam Latta called attention to the fact that while his province has not yet even one million population, it has a road allowance of not less than 120,000 miles, about 20 per cent. of which are classified as main roads, or the chief roads which carry the products from the farms to the railways. He outlined the difficulties of a prairie province where vast districts are populated within a few months by people living in shacks, and where road allowances are suddenly fenced off so that one cannot travel along the road at all.

To provide roads under those conditions and to satisfy the clamor for highways in a vast province like Saskatchewan, with its limited population, is indeed a more difficult problem than confronts the more thickly settled portions of Ontario and Quebec, he declared.

Dominion Commissioner Urges Uniformity

Owing to the fact that the federal aid bill has not yet been passed by the House of Commons, Hon. Dr. Reid, Minister of Railways and Canals, under whose jurisdiction it was proposed to establish the federal department of highways, did not attend the congress, but his former deputy, A. W. Campbell, who is at present Dominion Roads Commissioner, was invited to address the delegates.

The principles of road building are few in number, said Mr. Campbell, and the necessary equipment is simple. But none of the principles can be overlooked and none of the equipment can be omitted. The rock crusher and road roller are as necessary to-day as they were when they were introduced, and the method of employing them is the same. He realized the great difficulties facing each province, but the problems are the same in Nova Scotia or Prince Edward Island as in Saskatchewan. There are certain basic principles which may be old, but they must be observed in all provinces, and there is no reason why there should not be concord and uniformity in highway work throughout Canada. He was delighted with the excellent work being done in Quebec. It is an object lesson; splendid work had been done. No doubt defects had entered in, but the general work done by the province is a demonstration of the possibilities of good roads development.

Suggests Traffic-Control Commission

Hon. Frank Carrel, briefly welcomed the delegates to Quebec. He was chairman of the reception committee. Mr. Carrel urged that money spent on vacation trips be kept in Canada. Quebec's scenery, he declared, is equal to any in the United States.

L. B. Howland said that all present were unanimous in putting their shoulder to the wheel for good roads. There were certain fundamentals, however, which should be decided, declared Mr. Howland, of which the most important is the question of whether the roads should be built to suit the traffic or whether the traffic is to be made to suit the roads. If the latter, then the traffic permissible for the various classes of roads should be determined and a central commission should be established to control the traffic. In California there is a truck traffic commission to which application must be made by anyone who desires to operate a truck freight line. This application must be much the same as the applications now made by the railways to the Board of Railway Commissioners of Canada. The route, time-table and schedule of rates must be filed. If a previous company is already operating in a certain district, its rights receive consideration and fairness when the commission deals with a new applicant.

J. Duchastel declared the meeting to be on a par with the meetings of the road associations in the United States. He had attended the last meeting of the American Road Builders' Association, and the number present at the opening session was no greater nor more representative than in the case of this sixth Canadian Good Roads Congress. Every province excepting Nova Scotia was represented, and all of the delegates were keen on good roads. He thanked Sir Lomer Gouin and the members of his government for the way they had worked in the interests of the association since its inception, stating that the association had been greatly encouraged by Sir Lomer and his colleagues.

"Roads Speak Common Language"

President S. L. Squire declared that collective effort is necessary in road building if the greatest effect is to be accomplished. Public men cannot shelve their responsibility for good roads. He was extremely pleased to see an attendance drawn from so many different classes, including statemen, contractors, business men, engineers and others. Roads extend the hand of brotherhood to the farthest hamlet and connect it with the centres of populations. Roads speak a common language; they pass the door of the poorest as well as the richest, and perform a like service for both. A man's constituency is enlarged according to his roads, declared Mr. Squire.

In opening Tuesday afternoon's session, President Squire said that some system of control of roads in Canada is advisable. New Brunswick may be behind or ahead of the other provinces in its method of building improved roads. He would not say "permanent roads," declared Mr. Squire, because that term is no longer in his vocabulary. He had found that there is only one thing that is permanent in road-building, and that is maintenance. There are two chief things to be considered in road work,—location and maintenance.