

to our own. Let us look into another comparison. In Massachusetts with a mileage about equivalent to that of Nova Scotia they have an automobile fund available for road purposes of over three million and a half dollars; in Nova Scotia we have but one hundred and fifty thousand dollars. In Quebec their road mileage is very little over double ours while their available funds for road purposes out of motor fees amount to about a million dollars. The Province of Ontario with a little more road than Quebec has an automobile fund of over a million and a half dollars, so you will see that when we put our hand to the plough we are having some courage and we are up against some difficulties that are not to be reckoned with in larger and more populous and wealthy centres on the continent.

Another thing that we have to put up with in Nova Scotia, and I believe our Province in that regard is worse than any Province or State, and that is climatic conditions. Owing to the constant freeze and thaw in this Province, in Spring and Fall, it is almost impossible for some time during that period to provide any system of road, no matter what they are made of, which will withstand the climate conditions. In fact, it would be impossible and impracticable, I believe, in Nova Scotia, in the face of what I have seen in some of the New England States, to put down a concrete way, because you will find in some of these States where the climate is not as severe as ours, conditions are deplorable, and these concrete roads are broken and cracked and in a bad state of repair today. Climatic conditions in Nova Scotia are harder upon roads, and a greater difficulty to overcome in construction and maintenance than in other Provinces of Canada or in the States of the Union. Another thing which takes a great deal away from our road fund is the innumerable water courses. I do not know of any State where there are as many small streams and arms of the sea coming in as in Nova Scotia. These all have to be bridged and looked after and renewed and the consequence is that they take a very large amount of money from the available fund which would otherwise be put on the surface of the roads. Another thing is the long distance between centres, and we have to build roads between centres, in many places through districts from which there is no revenue whatever; in order that people can get from one centre to another we have to build expensive roads in a country like that from which we get no revenue.

Another difficulty we have had to put up with, and I have already mentioned it,—we have in many cases no lay out of the roads. In many places people have encroached on the road and moved their fences out and made road construction very