

"Strengthened Administration; Great Road Making Seriously"

Thomas Adams, Town-Planning Expert, Says These Must Be Done Before New Brunswick Can Take Its Proper Place

He Commends the Opposition Policy of Independent Highway Commission, and Suggests as Alternative Creation of Department of Municipal Affairs — Municipalities Must Do Their Part and Take Their Share in Government. — A Splendid Address to Rotary Club.

Wednesday, Oct. 11. The subject of good roads was presented to the Rotary Club yesterday by Thomas Adams in such a clear and comprehensive way that every member came away with a good conception of the arguments in favor of a complete change in plan and methods in this province. Mr. Adams showed the need of a provincial organization, a comprehensive plan of the roads of the province, and a proper system of taxation and maintenance. It was noted that he recommended an independent highway commission which is the policy of the provincial opposition. There was a large attendance of members and the Engineer Hatfield presided. It was decided to ask all members of the club who can attend to lend a hand on Thursday evening at the City Corner Band fair.

Mr. Adams in his address said: "The division of labor, the manifold ramifications of industry, the intricate systems and world-wide character of exchange, and the complex social tendencies, which are characteristic of modern life, presents a condition which justifies the remark that commerce is the life-blood of nations. Flowing from the throbbing heart of commerce, as applied to production and distribution, it enters the arteries that carry it to its final goal. Like the blood of the body it demands great and small channels of distribution to serve the needs and purposes of a world that never stands still. It is always receding or progressing. Complex as it is in detail, there are general governing features in commercial production and exchange that make it clear to us along what lines we may achieve success or failure.

"Commerce is local and inter-local, provincial and inter-provincial, national and international. It needs the waterway, the railway and the road. Not the least important of these is the road. That is so in any country, but in a country like Canada, so largely devoted to agriculture, covering so wide an area, and having a scattered population, the road, in the aggregate, is of equal importance to the railway for purposes of encouraging production and stimulating commerce. With modern means of transportation by road there can be no further question about that, and yet how insignificant is the expenditure we are incurring in building up our road system to that which has been incurred in railway development.

"The Roads and Land Settlement. "The development of a good road system is essential to successful farm settlement. One of our troubles in Canada is that the population is spread over too wide a territory. Our national and provincial policies and our railway administration have encouraged that. Productive land in older provinces has been the older settled parts of new provinces is neglected or allowed to be idle because of speculation, or a badly organized system of settlement, and population is attracted into new areas to begin again the process of using up national resources. In the older areas millions of dollars have been spent in railways, roads, building, construction, etc. Ten times the population we now have in these areas can be accommodated with ease, and ten times that population is needed to make profitable use of our railways and to enable us to build up a really good road system.

"Good roads in the most productive parts of Nova Scotia, New Brunswick, old Ontario, and the parts of the western provinces which are nearest to the coast, are the most profitable. It is desirable, bring derelict land into use, bring the producer closer to the consumer, enable co-operative methods and social advantages to be obtained by the farmer, and thereby, by the constant migration from rural territory with its attendant social evils.

"With a little more care in husbanding the resources, encouraging the farmer with rural co-operation, and co-operative methods in areas already settled, we could provide better conditions for new settlers or returned soldiers in these areas than in the wilderness of the recently formed provinces. The application of ourselves to that problem we are inclined to devote most of our capital and our energies to opening up new territory where people can't get railway facilities, where they can't get schools, where they can't get schools and social facilities, where they can't get access to a market and the ready cash which such access produces, and where they can't 'get back' by all means let us continue to offer the attractions of pioneering to those who want it, but not at the expense of the industries and resources of the territory which is only partially developed and is itself hungering for more population.

"Stock Raising and Dairy Farming. "At present land quite near to our centres of population is not producing at what it might produce under better conditions, and yet the closeness of that land to the market is such that land of poor quality can be more successfully farmed because the population is so remote districts. More stock raising and dairy farming is urgently needed to supply our own markets with dairy produce. The production of eggs, milk, cheese, butter, beef, hides and wool is one of the most profitable of industries. But to make it successful over large areas requires good roads, ready access to markets, co-operation, cold storage, etc. When successful, it results in making the land more productive, whereas the growing of grain and hay leads to land poverty. In Quebec it is found possible to spend large sums on trunk roads because the population is less scattered in the rural districts. Indirectly a better road system in Quebec has in turn prevented rural depopulation.

"The problem is more important or urgent in Canada today than that of organizing the right condition for settlement after the war, whether it be for new immigrants or returned soldiers. We will surely get a large immigration

recession as the railways, both in the interest of the farmers and the motorists. What the United States Are Doing.

"The example of the United States in its road-making policy is worth noting. They are copying us in our town planning, but we need to copy them in regard to good roads. The mileage of improved surfacing in the rural roads of the U. S. in the last year was 16,000 miles a year, and in 1914 about 27,000 miles had been improved. Half of these improvements were carried out under the state supervision. Some form of highway betterment system exists in all states except three. Since their inception these departments had expended to January 1 last an aggregate of \$268,850,925 in state funds for road and bridge construction, maintenance and administration.

Conclusion. "In New Brunswick I understand you spend the trifling sum of \$175,000 in construction and maintenance of roads. Your population is small and you must cut your coat according to your cloth. At present, Quebec and Ontario are doing enough to provide a lining for the old coat you are wearing. New Brunswick has many good roads, but it is going to take the place it ought to take in the march of progress in this country, it wants to strengthen its administration and treat roads with proper seriousness as a first necessity in building up its agriculture and its industries. All that can be spared after meeting the costs of war and the needs of industry and public health should be invested in good roads.

"The war came at the end of a period of human achievement and to some extent represents culminating points of that period; when peace comes it will be the starting point of a period of recuperation and improvement and of conservation. It is the first step of progress in the road made by the war itself, and in the second place by our enlarged knowledge of what constitutes the best foundation of a prosperous social state. Good roads are the first step of progress in the road made by the war itself, and in the second place by our enlarged knowledge of what constitutes the best foundation of a prosperous social state. Good roads are the first step of progress in the road made by the war itself, and in the second place by our enlarged knowledge of what constitutes the best foundation of a prosperous social state.

"Then in the making of roads we have an opportunity to employ men after the war when some form of employment will be needed while our industries are being reorganized. No other form of employment will be so productive of good results.

"A Good Roads Policy. "For a good roads policy we need first a properly organized and equipped provincial organization; second a plan of provincial trunk roads; and third, a sound system of road construction, improvement and maintenance. Before we can have these, we need to get rid of false ideas of economy in regard to roads, and reject the false philosophy of the man whose eye is filled with a copper cent, and who therefore fails to see the dollar within his reach.

"For a provincial system we can choose between the creation of a highway commission independent from political partisanship, as has been so successful in Massachusetts, or a department of the government with a deputy minister of highways, such as is doing good work in Ontario. The latter, I believe, will be the better plan, as it will prove on both by setting up a department of municipal affairs for the province, with an expert staff to deal with all municipal problems, such as highways, town planning, housing, municipal finance, water supplies, sewerage, unemployment, etc.; a department with skilled advice at the disposal of all municipal bodies working through and with them in perfecting municipal affairs.

"We talk about organizing schemes for returned soldiers, through the federal and national governments. No such schemes can be successful unless administered through the municipalities, with their local knowledge and personal and daily contact with men and conditions. We need a skilled department because of the numerous problems to be dealt with, such as: (a) Road classification into main roads, market roads, local roads, etc.; (b) allocation of cost; (c) good construction and continuous maintenance; (d) economical management. We are better to have a government department than a special commission, because good local self-government is as much to be desired as efficiency.

"Appointment of Cost. "There must be some system of apportioning cost between the federal, provincial and municipal governments. Different systems prevail in different provinces or states. The Ontario system is working successfully and may be taken as an example. The province has a map of trunk roads. It provides forty per cent. of the cost of constructing new roads and twenty per cent. of the cost of maintenance out of provincial funds. The revenue derived from motors goes a long way to meet that contribution. The municipality contributes the other fifty per cent. and eighty per cent. respectively. An exception occurs in the proximity of cities and large towns where roads are for the principal business of these cities have to be partially made and maintained by the province, the city and the municipality in the following proportions: "Consolidated, 40 per cent.; city, 30 per cent.; rural municipality, 30 per cent.

"Maintenance—Province, 30 per cent.; city, 40 per cent.; rural municipality, 40 per cent.

LOCH LOMOND FAIR BRINGS GOOD EXHIBITS

Thursday, Oct. 12. Exhibits at the annual Loch Lomond fair yesterday were quite as good as usual but the crowd was smaller. Effect of the war was seen in the preponderance of women where in former years the men came in large numbers. If it had not been for the presence of officers of the militia with two pipers on a search for recruits the gathering would have been almost without interest except for the thirty farmers who competed for the money prizes. Produce showed up well but the live stock entries were not perhaps as well filled as in many former years.

AGRICULTURE

(By J. H. Grisdale, B. Agr., Director of Experimental Farms.) "The Soldier and the Hen" was the title of a paragraph published recently describing the way in which soldiers had taken up poultry-raising at some of the military hospitals' commission's convalescent homes.

WOMEN'S INSTITUTE OF DOUGLASS TOWN MEETS

Newcastle, Oct. 10.—The Douglass Town Women's Institute held their first regular meeting on Thursday night at the home of the president, Mrs. H. T. Atkinson. Sixteen members were present.

ALMA NEWS

Alma, Oct. 7.—Patrick Toney and Chester Peck each killed a mouse today. Miss Minnie Conner, nurse, arrived home today to nurse her mother, Mrs. Bessie Conner, who has been very sick but is convalescing.

Don't Cut Out A SHOEBOL, CAPPED HOCK OR BURSITIS

FOR ABSORBINE

AGRICULTURE

(By J. H. Grisdale, B. Agr., Director of Experimental Farms.) "The Soldier and the Hen" was the title of a paragraph published recently describing the way in which soldiers had taken up poultry-raising at some of the military hospitals' commission's convalescent homes.

INSTEAD OF PAINT

Velvex Creosote Shingle Stains

AGRICULTURE

(By J. H. Grisdale, B. Agr., Director of Experimental Farms.) "The Soldier and the Hen" was the title of a paragraph published recently describing the way in which soldiers had taken up poultry-raising at some of the military hospitals' commission's convalescent homes.

AGENTS WANTED

SALES LADIES wanted open on our sales of permanent. Income \$8 per week. Address: The Scarborough Ltd., Map Publishers, Toronto.

HELP WANTED

WANTED—At once, housework in small town. Apply, giving ref. C. P. Humphrey, 107 Lee St., N. B.

WANTED

WANTED—General family. Mrs. H. Duke street, St. John.

WANTED

WANTED—Working help. Mrs. Percy Fair, 48 St. John.

WANTED

WANTED—By Sept. 15th, a school teacher for a school; also a cook. A. Currie, Netherwood, Ro.

Increased Efficiency

Has compelled increased beginning November 1. Those entering this present rates. Rate card mailed to a...

MARRIAGE

CARR—MOWAT—A of the bride's father, C. B., on Tuesday, October 10, to Mr. and Mrs. Alexander Bonnell, a son.

DEATH

MACDONALD—Killed Somewhere in France, on Tuesday, October 10, by a shell, the son of Charles A. and Donald.

IN MEMORIAM

In loving memory of Mrs. M. J. Martineau, who died on October 10, 1916. Gone but not forgotten.