

Capitalizing Climate and Scenery

We are indebted to Mr. P. W. Luce, secretary of the Canadian Highway Association, for the information embodied in this article.

ROAD-MAKING is one of the first tasks to which settlers in any new land must apply themselves. It is not difficult to construct a mental picture of a pioneer's road system. It is essentially domestic and extremely local. It consists of a road to the spring or well, another to the woods from which fuel is obtained, and later is added a path to the house of the nearest neighbor. Soon the village street appears, which lengthens into a road to the next village. These little self-contained road systems have grown, are growing, and will continue to grow until Canada is criss-crossed with highways like the wrinkles covering the hide of an elephant. Wherever towns of any size have grown up, whether on the prairies or in the valleys of Quebec and British Columbia, the most modern methods of road-building have been introduced. Every province has its own road policy,

which may be described at this stage of our history as the most important work of the Provincial Governments. Roads are the basis on which the proper development of our natural resources depends, and the progress of Canada is conditioned by her means of communication. Railroads, of course, are important, but they can never take the place of roads. If the roads did not exist there would be no use for the railway. As Professor Grant pointed out in our last number, the very largeness

of Canada leads to much parochialism. The unity of Canada can only be achieved by conquering her geography. In the Maritime Provinces the man going west still says he is "going to Canada." The British Columbian finds it difficult to rouse the East to a full sense of the Asiatic problem. The ends of this vast country must be brought together by means of roads. It will be realized, therefore, that the plans of the Canadian Highway Association to

build a road from Halifax, in Nova Scotia, to Alberni, the most westerly Canadian port on the Pacific, is a piece of strategy in a war against our geographical difficulties. The provinces are already federated; the Association is going to federate the roads. Of course, this body does not propose to build a road three thousand miles long by private enterprise. Much of the road already exists. What the Canadian Highway Association is going

AIMS AND OBJECTS OF THE CANADIAN HIGHWAY ASSOCIATION

To assist in having a Canadian Highway established from Alberni, B. C., to Halifax, N. S.

To promote good roads.

To endeavor to get the connecting links of this road constructed as soon as possible by the different governments and municipalities through which this road passes.

To have the Canadian section of the Pacific Highway, which runs from Tia Juana, Mexico, to the Alaskan boundary line, completed.

To endeavor to have all public money expended on roads spent to better advantage.

To carry on a campaign of education in order to enlighten the people regarding the benefits to be derived from good roads.

To co-operate with the different governments with a view to bettering the standard of roads for which Federal or Provincial grants are made.

To capitalize our climate and scenery in building roads that will bring tourists here from all parts of the world.

to do is to link up the portions of road that are already in line along this route and make a great transcontinental highway from coast to coast. They will do this by seeking the co-operation of districts, municipalities and provincial governments all through the country. One day the transcontinental road will be an accomplished fact as tangible and complete as the C. P. R. In those days old Halifax, solemn and majestic, rich in historical associations, will be linked up with young and growing Alberni.