

him nearer to places of amusement which is important in these days when help is scarce and young people flock to the towns for the sake of the amusements to be had there; it brings him nearer to his doctor, nearer to his school, brings him nearer to his church and it saves money in teams and harness, he can take bigger loads, make quicker trips and altogether better roads make country life very much more agreeable than ever before and will prove, we believe, a very large factor in contenting the young men of this country to stay on the farms where they may have lives of pleasure and profit rather than flock into the towns under conditions which are in many cases almost unendurable.

A Good Act.

I have very little more to say, but I do want to say this: I believe that this Road Act we have in Nova Scotia is the best Road Act on this continent, and I want to tell you the reason for my belief. We have Road Acts and systems in every province in Canada. We have Road Acts in the various states of the Union; but there is no Act I know anything about that pretends to do what the Road Act of Nova Scotia aimed to do, that is, to look after every foot of road and every single bridge in this province. The other provinces boast of their State highways, but they are leaving the country roads to the municipalities, leaving the bridges to the municipalities, and placing all their forces on building trunk roads connecting large centres; in Quebec, Ontario and the various States of the Union, that policy is being conducted by them and they are leaving the rest to the municipalities; whereas under the Road Act of Nova Scotia we have taken the bold step—the bold step of seeking not only to provide passable trunk roads, but taking up the higher standard of providing for every mile of road and every single bridge and culvert; and I believe for that reason the Road Act of Nova Scotia is the most progressive of any province in Canada or any State of the Union, and I am backed up by gentlemen from other provinces with whom I have talked and eminent road engineers of various States of the Union with whom I have consulted. There is no other way—under no other law can we provide the machinery to take care of all the roads of the province and the bridges, be it burdensome and difficult—than by such an Act as we now have in Nova Scotia. During the last two years of the war, 1918 and 1919, had it not been that we had this road Act in Nova Scotia, had it not been that we were doing the road business under different conditions from the old, on account of labour conditions we would have