

GOOD ROADS.

In accordance with the Good Roads Policy of the Province of Quebec, the rebuilding of the road from Sherbrooke to Levis, by way of Cookshire, East Angus, Weedon, Thetford Mines, Valley Junction, etc., has been practically completed. This road passes through a delightful and interesting country, and it is expected that very heavy tourist traffic will pass over it during the coming years.

The old wooden bridge over the St. Francis River at East Angus has become almost obsolete and it has been decided to replace this structure by another which will be, when completed, one of the most up-to-date bridges in the Province.

The new bridge consists of two double deck main spans of a total length of 351 ft., 6 in.; a Western approach to the upper deck of 108 ft. 6 in. and an Eastern approach to the upper deck of 354 ft. 5 in., making the total length of the bridge 814 ft. 5 in. The lower floor is 18 ft. clear between wheel guards; the upper floor 20 ft. with two 5 ft. sidewalks and heavy ornamental latticed railings and light standards are being provided. This bridge passing, as it does, the plant of the Brompton Pulp & Paper Co., Limited, will carry general traffic over the railway tracks of this company, thereby reducing the liability for accidents to a minimum, while the lower floor will be used for the general traffic of the Brompton Pulp & Paper Co., Limited. All floors and sidewalks will be of reinforced concrete and the structure will rest on the usual heavy concrete abutments and piers.

MacKinnon Steel Co., Limited, of Sherbrooke, are the general contractors for both the substructure and superstructure, but have sublet the substructure work to the Newton Dakin Construction Company, of Sherbrooke.

Work has already been commenced and it is expected that a considerable portion of the steel will be placed in position during the present winter.

The contract price is in the vicinity of \$190,000.00.

SINGLE TAX (Continued)

problem of raising sufficient revenue for our municipal development.

In concluding, I would quote from a letter referred to in the World's article, as follows:—

"To sum up Vancouver's troubles: They were due to a boom that no system of taxation could have prevented entirely; the collapse of the boom was natural and exaggerated by the War; the assessors did not make the assessment fit the facts; the tax rate was not high enough in the first place and not raised sufficiently to meet the demand; a high tax rate in the beginning would have reduced the evil consequences of the boom because the land values would not have been so inflated."

This letter was written by a well-known New York expert who takes issue with the World for its attack on the single tax. It is a very fair summing up, but it omits something which should be in, in black type: **Vancouver, in common with other municipalities, failed to enforce the collection of the taxes it levied, at a time when the money was available for payment.**

MARITIME UNION

Maritime Union was the project advanced before the New Brunswick Municipalities by Mr. Logan for the solution of the problems of the Maritime Provinces. It was wasteful to have three Governments for 1,000,000 people and there should be one parliament able to speak for the whole electorate of the three provinces.

Mr. McLellan dealt, as did Mr. Logan also, with the Intercolonial Railway and its significance as part of the Confederation pact through which the consent of the lower provinces to union had been won. Maritime union, Mr. Logan said, was no new thing. The Maritime Provinces had originally been one, were later divided into four, and then three, and in 1864 in pursuance of resolutions passed in the three legislatures a conference had been called at Charlottetown to consider the proposition of re-union.

About the time of the Charlottetown convention Confederation was advanced as the solution of the problems of Upper and Lower Canada and a galaxy of great statesmen came to Charlottetown to try to win from the Maritime Provinces acceptance of the idea of confederation of all the provinces of British North America into one Dominion.

The Maritime Provinces at that time, however, were carrying on a flourishing trade with the New England states which they thought they would lose if they entered the Confederation. To meet their objections on this score and to provide a substitute market for their products in Upper and Lower Canada it was agreed to build the Intercolonial Railway. For this reason the Intercolonial Railway became part of the sacred compact of Confederation and could not be regarded in the same light as the other railways of Canada.

The tariffs, however, had been raised within the last few years to such a point that trade was practically killed.

Since the lower provinces were divided there was no one government to rise up and protest against this violation of the pact of Confederation. The Maritime Provinces were now between two millstones, the Fordney tariff and the C. N. R. rates, and were in a fair way of being crushed unless relief was effected.

Mr. Logan stressed the point that the consent of the Maritime Provinces to Confederation had been won by the promise to provide a railroad over which trade with the upper provinces could be carried on to take the place of that trade which these provinces were conducting with the New England states.

Mr. Logan then went on to point out how the Maritime Provinces were, in his opinion, squandering their strength, dissipating their energies, and minimizing their influence in the counsels of the nation by being three provinces instead of one. There were three governments, three sets of government officials and administrations, three public utility boards and, in short, an all-round triplication of services which might be better carried on by one government than by three.

The Maritime Provinces, too, were losing seats to the West, and the future did not look bright if at every decennial census there was to be a further decrease in the parliamentary representation of the lower provinces.

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