

traffic is heavy, but they did constantly drag the roads and clean the ditches, and in this manner they kept their roads in very good condition even under a traffic of 300 motor cars or more a day.

At the Chateau Frontenac, Tuesday evening, was held the annual banquet of the Canadian Good Roads Association. President Squire introduced R. T. Kelly, of Hamilton, as toastmaster. Mr. Squire incidentally stated that the road problems throughout Canada are much the same, and he thought that there should be some central organization under the control of the federal government, where experiments in road work could be carried out and where materials could be tested, and where advice could be given to the various provinces. He thought that such a bureau would save the municipalities much money. Mr. Squire declared when one asks engineers questions, they admit that there are some things that they do not yet know about road building. In colleges, chairs of highway engineering are being established to give the engineer a more complete education in road building, and who could encourage that work better than the federal government? Provincial and federal governments should have a common purpose, and that is the improvement of roads in the Dominion of Canada.

#### Sir Lomer Gouin's Attitude

Mr. Kelly called upon Sir Lomer Gouin, who created a mild sensation by announcing his opposition to any federal policy which would give the Dominion government any control whatever over roads in the Province of Quebec.

"If we are to be told that the federal government is not satisfied with the work done by the provinces, and if we are to be reproached as to the way the work has been done, I must say that I think we have done very good work done, I must say that I think we have done very good work done," said Sir Lomer. "I am not jealous in building good roads," said Sir Lomer. "I am not jealous of federal jurisdiction, but Ottawa at the present time has plenty to do without taking new works in hand. As to our engineering experts being under the control of Ottawa, we have good engineers in this and other provinces."

Money should be voted at this session by the House of Commons to aid all road work, declared Sir Lomer. He said he had no objection to such a vote of money, provided that it is upon the same terms as the special aid for agriculture.

"But if we are to be told we have to renounce any of our rights or duties as to building and maintaining roads, let me tell you that we won't agree to it," said Sir Lomer impressively. "We have done in the past as well as Ottawa, and will do in the future as well as Ottawa or any other government can do. This is a very important subject on which there should be no misunderstanding."

Sir Lomer paid a high tribute to the Canadian Good Roads Association and said that if the government has succeeded in making any progress in the Province of Quebec, it is largely due to the association, which helped to persuade the people into paying their fair share of the work. Members of the association were teachers in the good roads movements and had gone through the province telling the people of the advantages of good roads, until now the people clamor for more good roads than the province can build.

Sir Lomer said he had come to the banquet to thank the association for its good work and he urged it to carry on in the future as it had in the past.

"Pray, pray don't introduce innovations which are not for the good of the association or for the advancement of the roads of the various provinces," he urged. "There should be no race, creed, politics or differences regarding jurisdiction, in road building."

#### President Squire's Reply

President Squire replied to Sir Lomer that it was not the policy of the association to advocate that the federal government should do any construction of highways. Sir Oliver Mowat, one of the greatest of the past premiers of Ontario, had made this the fight of his life. The present premier is an equally strong advocate of provincial rights, said Mr. Squire. At the same time he still believed that there is certain work that the federal government could do for all the provinces, and one expenditure would take the

place of nine separate expenditures. He would not advocate for a moment that the Dominion government enter a province and build a single mile of road, but in questions of geology, in testing stones and materials, he thought the federal government could save money for all of the provinces without taking a single bit of responsibility or expenditure away from the provinces.

#### Government Merely the Trustee

He referred to the magnificent work done in the Province of Quebec, and told how thoroughly he had enjoyed the 180-mile trip by motor from Montreal to Quebec which had been taken by some delegates the previous day. He had not previously known that there was such a continuous piece of finished road in Canada. The only poor stretch he found on the whole road was just outside Montreal, and not actually on the provincial highway at all. He congratulated the premier on that road, and only wished that other delegates could have taken that trip.

Hon. Walter Mitchell, treasurer of the Province of Quebec, said he hoped we were only on the threshold of road-building in Quebec and in Canada. He had always been a believer in road building and never had been able to see any other side of the question. It matters little where the money comes from, whether from the provincial or federal government, because it all comes out of the pocket of the tax-payer anyway, and the governments are only in power as administrators of those funds. The public should always remember, when asking for roads, that they are paying for them and that money cannot ever be spent on roads without the public having to pay for them sooner or later. The government is simply handing back the money which it collected in taxes and which it held in trust for the people.

Hon. Mr. Tessier reviewed the progress of road building in Quebec and gave a list of the roads which he proposes to construct in the near future. An abstract of Mr. Tessier's speech will be published in next week's issue.

Hon. Findlay MacDiarmid, Minister of Public Works and Highways of the Province of Ontario, declared that all public men should recognize their responsibility in good roads matters. He said that the Dominion government should set aside a certain sum of money to be divided in the same manner as the aid to agriculture. The local municipality should not be asked to spend more than its fair share on road improvement. Much of the traffic is provincial and interprovincial, and it is necessary that the Dominion government should step in and help the provinces. He did not know any way in which the problem of keeping the boys and girls on the farms could be solved more readily than by the standard improvement of highways, which will make the people more contented to live on farms and which will reap untold advantages for Canada in years to come.

Speeches were also made by Hon. Sam Latta, A. P. Sandles, T. P. Regan, J. A. Duchastel and others, followed by a light vaudeville entertainment.

#### Good Roads and Agriculture

"Good Roads and Agriculture" was the title of a paper with which Hon. George S. Henry, Minister of Agriculture, Province of Ontario, opened the Wednesday morning session. An abstract of Mr. Henry's paper will appear in the next issue of *The Canadian Engineer*.

Mr. Henry was followed by Hon. J. A. Caron, Minister of Agriculture of the Province of Quebec, who said the policy of the Quebec government was not definitely directed toward road improvement until 1911, when a new department was organized and authorized to spend \$250,000. It had no machinery, no experience, no personnel. Work previously had been under the direction of the Department of Agriculture, which had only one engineer, Mr. Henry, who had given the subject any special study.

The new department was obliged to buy machinery and to train farmers' sons in the use of it. They had prejudices to overcome, and had to educate the people that good roads were not only for city folks, but also for the farmers. After two years' work, the question was not how to get the people