

MUNICIPAL DEPARTMENT

MEETING OF THE NEW BRUNSWICK GOOD ROADS ASSOCIATION.

The Provincial Good Roads Association of New Brunswick convened in Fredericton on Thursday, February 17th. Hon. G. E. Hill, the president, was in the chair, and there were present the following delegates:

J. S. Armstrong, secretary; G. F. Banks, Sunbury; W. F. Burditt, St. John; A. J. Beveridge, M.P.P., Victoria; A. Bertrand, M.P.P., Madawaska; W. E. Burgois, Gloucester; John Betts, Northumberland; Isaiah Bridges, St. Stephen; Robert Craig, Restigouche; David Currie, Victoria; Melton Dayton, Edmundston; A. C. Dow, York; P. Farrell, Fredericton; Lazare Guimond, Kent; H. B. Hall, Queens; Thos. Hays, Restigouche; Jos. Hombrook, Kings; G. F. Hill, Charlotte; John Irvin, Kent; David Johnson, Charlotte; Ora P. King, Sussex; John Lowell, St. John; John Lee, St. John; J. W. McGaffigan, Moncton; F. M. Murchie, Charlotte; John Muir, Kings; W. D. Martin, Moncton; Robert McKinney, Charlotte; W. J. Owen, Carleton; S. L. Peters, Queens; H. H. Smith, Sunbury Co.; C. L. Smith, Carleton; Geo. Seymour, York; H. J. Stephens, Albert; Geo. P. Searle, North; Wm. Simpson, Westmorland; Geo. P. Stiles, Albert; Neil Shaw, Restigouche; W. S. Tompkins, York; Howard Trueman, York; H. Wilnot, Sunbury; W. A. West, Albert.

After a few introductory remarks by the president, Mr. Burditt moved: "That whereas it is generally believed that there is great room for improvement in the condition of the public highways throughout this province, and that such improvement, if it could be brought about, would facilitate the means of communication and transportation at all seasons of the year, and result in large pecuniary and social benefits to the people; and whereas, it is the opinion of this convention that better results might be obtained from the expenditure of money and labor now made upon our highways, and it is the object of the New Brunswick Good Roads Association to acquire and disseminate information as to the best methods of making and repairing highways, and discuss among practical men the best means of bringing about this desired improvement; therefore resolved, that the provincial government be respectfully petitioned to make a grant to this association to aid it in carrying out its objects as set forth in the constitution and by-laws." Carried.

The following resolution was moved by J. S. Armstrong, seconded by W. A. West: "That it is expedient that local improvement societies be organized in all districts for the purpose of discussing and studying road making and the management thereof, raising funds for sidewalks, planting trees and keeping them in order, removing dead ones and otherwise improving and beautifying the roadside, and that a committee be appointed later on to draft a constitution for such societies and look up literature bearing on the subject, distribute the same and otherwise promote this object." Carried.

Moved by W. S. Tompkins, seconded by C. L. Smith, that it would be an advantage to wholly substitute a money assessment for statute labor, to which an amendment was moved, but both were promptly voted down.

The discussion on the resolutions was very general, and the opinion of the meet-

ing strongly opposed to anything like compulsory taxation in lieu of statute labor.

SECOND DAY.

Upon re-assembling on Friday morning, Mr. O. P. King submitted a resolution in reference to the collection and payment of road taxes, which was voted down.

The following resolutions were then submitted and voted upon:

By Thomas Hayes—"That the government be requested to so amend the Highway Act as to provide that the surveyors appointed by commissioners from year to year remain in office until their successors are appointed, and that their responsibility be more clearly defined, so as to state definitely that the road master shall perform his duties under the instruction of the commissioner from whom he received his appointment and be responsible to him." Carried.

By Mr. Hornbrook—"That the county councils shall have authority to constitute a larger division than a parish, or they shall have power to appoint a chief commissioner over a certain set of parishes or divisions, or over all the county, and his enlarged powers and emoluments should be defined." Lost.

By J. H. Dixon, in amendment—"That in the opinion of this meeting it would be conducive to the betterment of our roads if the chief commissioner should appoint in each county a county commissioner to oversee the road making of the county." Lost.

By Mr. Burditt—"That in the opinion of this meeting it would be desirable that there should be competent men appointed, having special knowledge in road construction, drainage, etc., who should have the supervision of the work and expenditure over larger districts or divisions than are now allotted to the commissioner appointed by county councils." Carried.

By Mr. Trueman—"That in the opinion of this meeting the commissioner should have power to apply labor and funds in any part of the highway division, rather than that all the labor and taxation of a given district must necessarily be expended within that district." Carried.

By Mr. McCaffigan—"That as the opinion of this meeting it is advisable that any person or persons purchasing at public auction work to be done upon any great or bye-road by the province, should be required to place with the commissioner selling the said work a bond in double the amount of the value of said work, or a cash deposit of — per cent. of the value of the said work, and that the work should be performed by a definite contract with specifications." Lost.

By Mr. O'Brien—"That whereas it appears from expressions of opinion in this convention that the time has arrived, or is near at hand, when better and more permanent work than any heretofore undertaken will be required upon the highways of this province; and whereas, there is a general lack of technical knowledge as to improved methods of highway construction adopted in other counties; therefore

"Resolved, that this convention suggest to the provincial government the advisability of appointing a competent engineer as provincial inspector of highways for the purpose of carrying on an educational work and such other duties as may be assigned to him." Carried.

By Mr. Hornbrook—"That this convention approves of the step taken by the legislature in providing that on and after the first day of May, 1899, loaded vehicles shall have wide tires, but would urge that they make provision to inform, and more easily enforce and provide, that it can be enforced on complaint of any ratepayer; and suggest that the following provisions are suitable:

"All vehicles having wrought axles two inches square or an axle of equivalent capacity shall be equipped with tires not less than four inches in width; all vehicles having an iron

axle one inch and three-quarters square or an axle of equivalent capacity shall be equipped with tires not less than three-quarters in width; all vehicles having an iron axle one inch and a half square or an axle of equivalent capacity shall be equipped with tires not less than two and a half inches in width."

By W. A. West—"That all two-horse wagons have a tire not less than four inches, and all single horse team wagons have a tire not less than three inches." Carried.

By Mr. Armstrong—"That it is most important that the benefits of under draining the roads whenever the frost leaves them to any extent should be made clear to all in the provision, and that they should be encouraged to put drainage work; therefore

"Resolved, that the government should consider the expediency of under-draining with tiles short stretches of the most travelled roads, in four or five places in each county under such conditions as they may see fit, employing men of experience." Carried.

The question of road-drainage was then discussed, after which the following resolution was passed:

"Resolved, that the use of road machines has been found very satisfactory when it has been thoroughly tried under proper management, and therefore its more extended use is strongly urged upon all sections of the province."

At the evening session, Mr. Burditt moved that the use of heavy rollers in connection with the road machine in road work, and in grading the roads, is almost of as much importance as the road machine, and that the government consider how they can be supplied. Carried.

Mr. S. L. Peters thought that the importance of using a heavy roller in road making could not be too strongly emphasized.

At this stage of the meeting the president was invited to exhibit his system of protecting banks of rivers and streams from washing, and explain the method of construction.

On the question of highway side lines the following was moved:

"Whereas, it is very generally impossible to ascertain where the legal bounds of the highways of the province are, or should be, it is therefore recommended that the legislature provide for the appointment of a commissioner composed of one or more engineers, with all necessary power to trace all lands and to define, mark out and record the bounds of at least the principal roads of the province." Carried.

On the obstruction of highways the following was moved:

"Whereas, great damage is frequently done to the highways by obstructions of ditches and other encroachments; therefore

"Resolved, that the attention of the government be directed to the advisability of empowering highway commissioners to compel anyone causing damage to the highway by any obstructions or encroachments to repair said damage to the satisfaction of the commissioners or be liable for damages, and that the commissioner must act on written complaint of any number of taxpayers." Carried.

It was further resolved, "That this meeting recommend that glazed earthen pipe, or pipe of similar nature, be used largely instead of log culverts. Whereas, it is the intention of the government to have the proceedings of this meeting printed and attached to the minutes of the meeting held in St. John, Sept. 21st, 22nd, and 23rd, 1897, for distribution throughout the province; therefore

"Resolved, that a number of copies be sent to the common council, St. John, and the several municipal counties throughout the province."

A vote of thanks was tendered to the president for his services and to the government for valuable assistance rendered.

BELLHOUSE, DILLON & CO., 30 St. Francois Xavier St., Montreal

Sole Agents for the Compagnie Generale des Asphaltes de France (Rock Asphalt).

PORTLAND CEMENT NORTH'S CONDOR

Paving and Fire Brick a Specialty

SITTING LION and WHITE CROSS Brands

NORTH'S "CONDOR" BRAND AWARDED FIRST PRIZE AND GOLD MEDAL AT THE ANTWERP EXHIBITION