

co-operative action to bring about the early planning of the Canadian Highway.

"5. Resolved that this Canadian Good Roads Association, in convention assembled, hereby records its endorsement of the granting of aid to good roads by the Federal government, and its belief that the impetus given to highway building and the consequent betterment of living conditions will amply warrant the course which the government and parliament of Canada have taken in this respect.

"6. Resolved that this association tenders its hearty thanks to the various provinces for their contributions to assist in carrying on the work of the Canadian Good Roads Association, and further, that this association now in convention requests that the incoming executive be instructed to continue its efforts for the securing of an adequate grant from the Federal government through the Dominion Highway Commission, this contribution being absolutely essential if the association is to continue its educational work for good roads."

Discussion of Resolutions

A lengthy discussion followed the presentation of this report. Resolution No. 1 received feeble support and was severely criticized by many of the members present, who were of the opinion that the Canada Highways Act is now sufficiently elastic, as orders-in-council can be secured to authorize construction by day labor, when it appears that such policy is in the public interest.

Hon. S. J. Latta, of Saskatchewan, explained that the resolution was meant to cover small work on which it would not pay to draw plans and specifications and call for tenders. It was pointed out, however, that while this might be the object of the resolution, if the amendment requested by the resolution were to be adopted by the government, it would open the door to the performance of all highway work by day labor. Mr. Latta disclaimed responsibility for the resolution and said that it had been introduced to the committee by the Hon. F. C. Biggs, minister of highways of Ontario. Mr. Latta declared that after hearing the discussion on the resolution, he was no longer in favor of it. The resolution was tabled.

There was no opposition to the second resolution, advocating that bridges be considered as part of the highway to be aided by the Federal government, and it was unanimously adopted.

Some of the delegates from rural municipalities opposed the third resolution, stating that it would create a monopoly for the engineering profession. Although the engineers who were present refrained from taking part in the discussion, it was conceded by most of the members that it is as wise to engage a qualified engineer to do engineering work, as it is to summon a physician when one is ill, or for a lawyer when in court.

"Canadian Highway" Debated

There was a marked division of opinion in regard to the fourth resolution, President Squire and Wm. Findlay, of Toronto, leading a strong opposition to the resolution. Some of the members urged that a national highway be planned at once, whether it is built right away or not, but it was decided that the Canadian Good Roads Association cannot support the idea of a national highway. It was declared that the association's work consists entirely of the promotion of roads that will increase production and improve living conditions, and that it is impracticable for the association to support the idea of a motor road from Victoria to Glace Bay. Many of the speakers declared that it was not the aim of the association to make it possible for a man to get into his automobile at Sydney and motor at high speed by the shortest possible route to Victoria. The aim is to spend the financial resources that are available in this country for road-building purposes on highways that will build up the community life of the nation, and that will gradually link together to form not one but numerous routes both from east to west and from north to south. The resolution was referred to the incoming executive for further consideration, but this did not satisfy many of its opponents and the matter

was again opened, and upon further vote being taken the resolution was killed without any reference to the executive committee.

The fifth and sixth resolutions were carried unanimously.

Wm. Findlay, of Toronto, presented the report of the nominating committee. It was unanimously adopted by the meeting, resulting in the election of the following officers for the ensuing year:—

President, A. E. Foreman, chief engineer, department of public works, British Columbia; first vice-president, Dr. E. M. Desaulniers, M.L.A., Montreal; second vice-president, Hon. S. J. Latta, minister of highways, Saskatchewan.

Advisory Committee.—U. H. Dandurand, Montreal; W. A. McLean, Toronto; B. Michaud, Quebec; J. A. Duchastel de Montrouge, Outremont, Que.; S. L. Squire, Toronto; A. F. McCallum, Ottawa.

Directors.—J. R. Douglas, president Montreal Automobile Club of Canada; L. J. Tarte, Montreal; Hon. F. C. Carrel, Quebec; Mayor Gale, Vancouver; S. R. Henderson, president of the Good Roads Association, Manitoba; Captain Lucius Allen, president Good Roads Association, Ontario; G. Fred Pearson, president Good Roads Association, Nova Scotia; W. Findlay, Toronto; C. R. Wheelock, honorary president Ontario Good Roads Association; Russell T. Kelly, Hamilton; H. S. Carpenter, deputy minister, department of highways, Saskatchewan; A. M. Rankin, M.L.A., Ontario; T. P. Regan, president New Brunswick Automobile Association; H. H. Shaw, president Prince Edward Island Good Roads Association; L. C. Charlesworth, deputy minister of public works, Alberta; and the presidents of the provincial motor leagues and automobile associations.

Mr. Squire requested the newly-elected president, A. E. Foreman, of Victoria, to take the chair. Mr. Foreman briefly thanked the members for the honor which they had bestowed upon him and his province in electing him to the presidency. He was followed by Dr. Desaulniers and the Hon. Mr. Latta, who both declared that the new president would have their heartiest co-operation throughout the coming year.

Invitations were presented from St. John, N.B., and Vancouver, B.C., for the eighth annual convention. It was decided to refer these invitations to the incoming executive, although it was generally believed that it would be advisable to hold the next convention in the Maritime Provinces on account of this year's convention having been in the mid-west, with the likelihood that in 1922 the association will meet on the Pacific Coast.

City Treasurer Bell, of London, Ont., strongly advocates a scale of fees in connection with the issue of building permits. At present this service is free.

The Ontario Cement Co., recently organized, has taken over the assets of the Ontario Portland Cement Co., of Brantford. Prospects for cement companies are reported to be splendid.

At a session of the International Deep Waterways Commission held in Hamilton, Ont., recently, the claims of that city for recognition as a future ocean port were forcefully presented. Attention was called by the local harbor board to plans which provide for a twenty million dollar expenditure on the bay front. Hamilton at present handles 125,000 tons annually of steel, pig iron and agricultural implements over its docks and also 7,000,000 ft. of lumber. With the completion of the Welland Canal, shipments of coal and ore will increase and the added tonnage is expected to reach a million and a half tons. Exports shipments from this city overseas in 1919 amounted to \$20,000,000. It was emphasized that the construction of a deep waterway to the sea and the development of electric power in the St. Lawrence would enormously increase the city's development. Natural products of Hamilton and contributory territory are in quantity 1,395,593 tons and in value \$54,476,300 while manufactured products show a total of 584,494 tons and a total value of \$191,302.