

Good Roads Congress To Meet In Quebec On September 22

The tentative program of the twelfth annual convention of the Canadian Good Roads Association has been sent out, together with ten thousand invitations to participate in the meetings which will be held at the Chateau Frontenac, Quebec, on September 22, 23 and 24 next. The invitation list embraces not only the regular members of the Association, but also the mayors and municipal councils throughout the Dominion, of which there are approximately 3,500 municipal officers, county Councils, Boards of Trade, Chambers of Commerce, Federal and Provincial Government Ministers, members and officers, Good Roads Association, automobile clubs, transportation officials, manufacturers and road building materials and machinery, contractors, and in fact everybody interested in the question of highway improvement.

The program has been so arranged that it will assist the delegates to arrive at a proper appreciation of the most suitable character of highways necessary to meet the needs of traffic and thus save the municipalities from undertaking heavy expenditures that are in excess of the requirements of a district. The advance that has taken place in highway engineering in the last few years makes the forthcoming convention of particular interest inasmuch as the speakers on the various topics will give to the members the results of intensive experiments and tests that have been carried out in all parts of the North American Continent.

The convention will have the active co-operation of the Ontario Good Roads Association; the New Brunswick Auto and Good Roads Association; the Prince Edward Island Good Roads Association; the Nova Scotia Good Roads Association; the Manitoba Good Roads Association and the Good Roads League of British Columbia, all of whom will send many delegates from their respective territories.

The general public are invited to attend the illustrated lectures that will form part of the convention program, but only members of the Canadian Good Roads Association will participate in the business meetings for the election of officers and directors will take place on the afternoon of Wednesday, September 23, and the annual dinner and entertainment the same evening. The convention,

under the chairmanship of the president, the Hon. P. J. Veniot, will be formally opened by the Lieut-Governor of Quebec, the Hon. Narcisse Perroteau, at half-past nine on the morning of Sept. 22, and the business sessions for the presentation of papers and discussions thereon will commence in the afternoon.

An official notification has been received by the chairman of the Executive Committee, S. L. Squire, from the American Road Builders' Association that their Executive, comprising W. H. Connell, executive engineer of the Pennsylvania Highway System; president James H. MacDonald, consulting engineer of Connecticut; H. G. Shirley chairman of the Virginia State Highways; J. H. Cranford, of the Cranford Paving Co., Washington, D. C.; and S. F. Beatty, president of the Austin Machinery Co., Chicago, will attend the convention and also hold an executive meeting of their own body at Quebec.

An additional topic has been added to the tentative program dealing with gravel roads, and M. H. Necker, president of La Societe de Pont et Chaussées Lee, will speak on recent experiments and conclusions in the matter of constructing and maintaining gravel roads. The Hon. J. E. Perreault Minister of Colonization, Mines and Fisheries, Quebec, will give an address on Colonization Roads; H. A. Terrault, Commissioner of Public Works, Montreal, and P. E. Jarman, city engineer of Westmount, will speak on the question of winter roads and R. H. Simpson, chief engineer of the Department of Public Works, Columbus, Ohio, will deliver a paper on the life and maintenance of asphalt pavements. The United States Government are sending E. W. James, Chief engineer of the Bureau of Public Roads, Washington, D. C.; to speak on the success of Federal Aid in the United States; and Robbler B. Stoekel, Commissioner of Motor Vehicles for the State of Connecticut will give a paper on the enforcement of traffic regulations on the Highways.

A comprehensive program for the entertainment of the ladies attending the convention has been arranged by the committee under the chairmanship of Mrs. J. L. Perron, and from the reservations already made for the 1925 convention of the Association promises to eclipse all past records in attendance.



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VANCOUVER TO HAVE GIANT BRIDGE

For some months one of the most discussed projects in the development of Vancouver, B. C., has been a proposed high level bridge to span the entrance to Vancouver Harbor, known as the First Narrows, according to the Trade and Engineering Supplement of The London Times. On behalf of English interests a survey is now being undertaken, and the plan is regarded as more than a possibility of the next two or three years.

If the project is undertaken the bridge will be one of the most remarkable in the world. The Southern terminus would rest on Prospect

Point, a rocky bluff at the northwest point of Stanley Park, which overlooks the harbor entrance. The structure, as planned by engineers who have it in hand, would be a suspension bridge having a span of approximately 1,700 feet and a height above high water of 185 feet. In length it would be exceeded only by the famous Quebec Bridge, which has a span of 1,758 feet, but it is lower, having only 154.7 feet above the water.

The First Narrows Bridge would be the largest on the Pacific Coast and would exceed in length any of the giant spans in New York City. Brooklyn Bridge has a length of 1,595 feet and is 135 feet above high water; the Williamsburg Bridge is 1,600 feet long and 140 feet above water, and the Manhattan Bridge is 1,470 feet long. All of these are suspension bridges.

The extreme height of the Vancouver Bridge will be necessary owing to the use of the port by ocean liners. The Canadian Pacific trans-Pacific liners require a clearance of more than 150 feet, exceeding all Atlantic liners in this respect. In the plans which are being prepared provision is being made to carry the City of Vancouver's water mains, the supply coming from mountains on the north shore of Burrard Inlet. No street car lines or railway tracks are provided for the bridge being intended solely for the use of motor cars and pedestrians. Tolls will be charged.

The estimated cost of the structure is \$4,000,000, and it is stated that the building of the bridge is practically a certainty, the capital being available as soon as plans are approved.



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N. B. TOBACCO CROP

H. A. Freeman, tobacco expert from the central Dominion experimental farm, Ottawa, is inspecting the crops of tobacco which have been planted on the St. John River as an experiment this year.

Through the efforts of the Board of Trade several farmers were induced to try tobacco growing this year. The farms of W. W. Hubbard and T. H. Estabrooks have been used in the testing out of this new venture.

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Amundsen's 1926 Polar Plans Told

Lieutenant Hjalmar Riiser-Larsen, who piloted one of the two airplanes in which Raold Amundsen made his recent attempt to reach the North Pole, gave details of Amundsen's plans for a new attempt next year to fly across the Pole. Lieut. Riiser-Larsen made his statement at a meeting of the Norwegian Aero Club, in the absence of Captain Amundsen, who was indisposed.

The aviator said that Captain Amundsen had purchased the semi-rigid airship N-1 from the Italian government for \$15,000. Next year's expedition, Lieutenant Riiser-Larsen said would consist of Captain Amundsen, Lincoln Ellsworth, the co-leader of this year's expedition; the Italian, Lt.-Col. Nobile, builder of the airship N-1; Lt. Riiser-Larsen, Leif Dietrichson and Oskar Omdal, of this year's expedition; Emil Horgen, a reserve pilot, who accompanied Amundsen as far north as Spitzbergen, and Amundsen's brother, Gustave.

Lieut. Riiser-Larsen said that when the airship makes the Polar flight she will be named the Norway and will fly the Norwegian flag. The plan, he said, is to start from King's Bay, Spitzbergen, and to fly across the Pole to Nome, Alaska.

MOOSE BREAKS CAR

A large moose darted out of the woods and leaped upon the hood of an automobile driven by George Miller on the Richibucto Road as he was on his way from here to Elgin Saturday night. The moose damaged the windshield, broke the hood and smashed the lights of the car, by which it was carried for about 10 feet. None of the seven occupants was hurt. Repairs were made at Rexton and the party proceeded on its way to Elgin.

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