

CANADIAN GOOD ROADS ASSOCIATION

Annual Business Meeting—Report of the Directors—Service Depends on Funds—Report of Committee on Resolutions—"Canadian Highway" Debated

FOLLOWING the seventh Canadian Good Roads Congress at Winnipeg, the annual meeting of the Canadian Good Roads Association was held Thursday evening, June 3rd. S. L. Squire, retiring president of the association, called the meeting to order at 8 o'clock and requested G. A. McNamee, secretary of the association, to read the minutes of the last annual meeting.

After the minutes had been read and approved, Mr. McNamee presented the financial report, which showed assets of \$631 cash on hand and no bills receivable or payable. The statement of income showed that 153 active members had paid dues at \$2 per annum and that 17 active members were in arrears; 32 associate members had paid dues at \$10 per annum, and three contributing members at \$100 per annum. The provincial governments had contributed \$1,300 to the association and had advanced \$500 toward the coming year's expenses.

The statement of expenditure set forth the following principal items: Winnipeg convention, \$444; Quebec convention, \$617; directors' travelling expenses, \$491; honorariums, \$725; Federal aid, \$27; printing, \$253; general expenses, \$156. Income for the past year showed a surplus of \$39 over expenditures, and this, added to the amount on hand at the end of the previous year, resulted in the present cash asset of \$631.

The sums mentioned above do not represent the entire cost of either the Winnipeg or Quebec conventions. The province of Quebec paid practically the entire cost of the convention which was held in the city of Quebec in the spring of 1919.

Report of Directors

Mr. Squire presented the report of the directors of the association, in which he referred to the assistance which the association had given to the Dominion government in regard to the Federal Aid Bill, and to the Automotive Association in planning a good-roads publicity-campaign. Mr. Squire said that the work of the association, extending as it does from ocean to ocean and embracing every municipality in the Dominion, cannot be carried on without the expenditure of considerable money annually. He intimated that it would be the work of the incoming board of directors to place the association in a financial position which would enable it to function efficiently. The sources of revenue are limited, he declared; from membership little more than \$1,000 annually can be expected, although he believed that many more municipalities could be induced to co-operate. The Federal government had been approached, both directly and through the Highways Advisory Commission, for financial aid, but Mr. Squire regretted to report that but little encouragement had been obtained from this source, the Dominion government maintaining that road building is provincial work. Mr. Squire acknowledged the association's indebtedness to the provinces, which had last year contributed \$1,800.

Service Depends on Funds

The possibility for service by the association will be limited, he declared, only by the amount of money which is placed annually at the disposal of the directors. Thus far the association has had no office expenditure, but a stenographer has been engaged for the coming year, and arrangements have also been made in regard to remuneration for the secretary, who last year received merely an honorarium. The office space has been provided without charge by the Automobile Club of Canada, Montreal, to whom Mr. Squire tendered the thanks of the association.

At a meeting of the directors early in the year, it had been decided that in view of anticipated Federal assistance, the association should pay the expenses of the directors

while attending board meetings. Although it must be admitted that any member of the board of directors who is willing to give his time to this work should be entitled at least to expenses, Mr. Squire declared that this policy cannot be pursued in the future on account of financial difficulties, because if all the directors were to attend a board meeting at the expense of the association, no less than \$1,200 would be required for each meeting. Mr. Squire suggested that the directors should either rescind this resolution or find some means for providing sufficient money to carry on in accordance with the resolution. He also recommended that a central executive committee should be chosen and that the main work of the association should be accomplished by that committee. This suggestion was approved by the directors, and an executive committee was chosen with Mr. Squire as chairman. A report of all business transacted by this committee will be forwarded immediately to the directors, and will be considered as having been passed by the association and entered in the minutes only after a majority of the directors have given their consent.

Mr. Squire suggested that a bulletin should be prepared and issued monthly, containing road building information of value to municipalities. He urged that the attention of the various provincial governments be brought to the work of the association, and said that the work it performs is duplicated by no other organization in the Dominion and is in the public interest, and therefore, the governments should provide funds for its maintenance. Such contributions, he declared, should not be considered as a grant, but as an investment, because the educational work which the association is undertaking deserves governmental assistance and co-operation.

Report of Committee on Resolutions

C. R. Wheelock, chairman of the committee on resolutions, read the following report:—

"1. This association is of the opinion that the effectiveness of the 'Canada Highways Act' under present abnormal conditions is much retarded by the necessity of preparing all work for tender and contract in order to qualify for the Dominion subsidy, and strongly recommends the amendment of the act so as to remove all discrimination against work carried out by day labor.

"2. Whereas the construction of bridges is an essential part of the work of highway development, in which large expenditures are necessarily incurred; and whereas the Canada Highways Act specifically withholds aid from bridge construction; this association would recommend that the act be so amended as to extend aid to all bridges which are part of an approved system of provincial highways, in order that the aid to road-building may be applied where the need of assistance is greatest.

"3. The Canadian Good Roads Association, in annual congress at Winnipeg, acknowledges with pleasure the message of the council of the Engineering Institute of Canada, and desires to endorse the view expressed by the council, that the supervision and inspection of highway work of all descriptions should, as far as practicable, be entrusted by municipal and provincial authorities to qualified engineers and young men with technical qualifications, in order that the experience thereby obtained may be usefully conserved and expanded to the future national advantage in this important public undertaking.

"4. Whereas, with the increasing progress and development of Canada, it is desirable that the highway systems of the various provinces shall be linked together by means of a road extending from Glace Bay, N.S., to Cape Scott, Vancouver Island, the said road to be known throughout its length as the 'Canadian Highway'; and whereas the utilitarian value of the Canadian Highway would be great throughout every section, and it would serve as the main market-road into many market centre communities across Canada; and whereas the Canadian Highway would attract large numbers of tourists to Canada, besides keeping in Canada many Canadian tourists who now take vacations in other countries; be it resolved that the Canadian Good Roads Association urge upon the Dominion government and the provincial governments