

## EIGHTY MILLIONS NOW BEING SPENT ON GOOD ROADS PLANS

Programme of Extensions Under Highways Act Will Vastly Improve Conditions Throughout the Dominion of Canada.

Ottawa, March 31.—In this progressive age when the motor vehicle is so rapidly replacing the horse as a means of transport and when good roads are so vitally essential it is satisfying to report satisfactory progress in the broad, federal scheme for improved highways. Last year saw the bases laid; this year the work will go ahead in the super structure. Last year there were labor difficulties; this year none is foreseen. The expectation is that the whole scheme will be completed within five years at a cost of eighty millions of dollars. While the work is nation wide and going on in the west as well as in the east, particular reference is made to its progress in the eastern provinces. Before long it will be possible to motor over a good, uniform, system of roadways, all the way from Windsor to Halifax and Sydney. The expenditure of so many millions on highway improvement is justifiable on many grounds but not the least of them is the fact that there are 408,000 autos in operation in Canada, representing an investment of some \$350,000,000. The car is no longer a vehicle of pleasure alone, but, long since, has become the most practical commercial utility. From either point of view, good roads are most desirable. It is interesting, also, to note that fifty per cent. of the cars are owned by farmers.

The Canada Highways Act, which was passed at the Session of 1919, provided for the appropriation of \$20,000,000 to aid in the construction and improvement of highways. The amount was to be divided among the provinces practically on the basis of population and to be used in paying 40 per cent. of the cost of such main and market roads as might be agreed upon between the Provincial and Federal Governments; the object being to facilitate trade, encourage production and stimulate trade and commerce.

The regulations adopted for giving effect to the purposes of the act provide that each province shall prepare a programme map showing a system of roads, so adjusted and arranged that the whole shall be so-related and form, as far as possible, a general system of interprovincial roads; and upon this system of roads only shall this subsidy be applied. Each of the provinces has filed with the Federal Government the plans called for and have had them accepted.

Mileage involved. The mileage of different systems is as follows:—

Prince Edward Island .. 350 miles

Nova Scotia .. 1,297 "

New Brunswick .. 1,595 "

Quebec .. 2,453 "

Ontario .. 1,325 "

Manitoba .. 3,000 "

Saskatchewan .. 2,500 "

Alberta .. 2,475 "

British Columbia .. 1,977 "

Total .. 14,952 "

The total estimated cost of bringing this system of roads to a standard of efficiency is \$81,000,000, towards which the Federal appropriation will be applied.

It will be seen that the intention of the provinces is not only to provide for the absorption of the federal appropriation but for an additional amount which they themselves have provided by provincial legislation.

For a number of years road improvement throughout Canada was regarded as a function of purely municipal government. Gradually the interest of provincial governments was awakened and it can no longer be charged that road improvements is, as at one time, treated with neglect by provincial authorities. The principle of centralized supervision and control of roads has now been adopted by all provinces of Canada and each provincial government now has a department or branch having definite responsibilities with respect to leading roads.

### Provincial Systems.

In Prince Edward Island all rural roads are under the management of the department of Public works. Similarly in Nova Scotia all roads are constructed and maintained by the province. In New Brunswick, under a provincial highway engineer under the department of public works, provincial expenditure is applied to roads. The Province of Quebec has a department of roads, a system of provincial roads and is extending substantial aid to leading municipal roads.

Ontario has a department of public highways, has created a system of provincial highways and for some years has given financial assistance to a system of country roads; the province is now aiding township councils in the maintenance of township roads. Manitoba has a highway commission connected with the department of public works and assistance to the extent of from one-third to two-thirds of the cost of bringing leading roads up to the prescribed standard is contributed by the province. The provinces of Saskatchewan and Alberta each have highway departments, and in British Columbia highway construction is the chief duty of the department of public works, under trained highway engineers.

Each of these provincial departments is directed by engineers who are able to bring all necessary technical skill to bear upon the work. These organizations have already had much valuable experience in dealing with the varied conditions peculiar to each province.

### Diversity of Method.

In so great an area as the Dominion of Canada there is necessarily much diversity with respect to details of road construction as influenced by climate, materials available, drainage and subsoils, traffic and the public attitude towards method of management; and the federal department strives, as far as possible, in consultation with the provincial department, to make the standard of construction suit the local provincial conditions. The amount of federal aid to be available was made substantial and spread over a term of five years, in order that the provinces might lay down a comprehensive provincial plan and have something tangible and substantial to show for the expenditure at the end of the five year period.

It is believed that the most lasting benefit will result from confining the federal grant to a restricted mileage so that the expenditure will be upon durable work.

Each of the provinces is obliged to give an undertaking to maintain the work added by federal funds up to standard of construction.

### Slow Process.

Road construction is essentially a slow process and the provinces find that they have very largely to rely upon local labor for carrying out the work. Consequently it is not found practically to commence at one end of a long road and concentrate the forces, but rather, that work should be undertaken at various market points, each of these to be extended annually until a connected or completed system finally results. Under this method all the spare help in each community is available where such help could not, in most cases, be assembled and held on a continuous stretch remote from their local communities.

Conditions of traffic vary in the different provinces and what is regarded as heavy traffic in one is comparatively light in another. Particularly in industrial districts and in the neighborhood of large cities the use of motor trucks is rapidly increasing, demanding proportionately heavy construction. For these reasons one standard class of road surface is not aimed at, nor one general type of construction. It is believed that even properly constructed and well maintained earth roads pending growth of traffic on main lines have a proper place in the development of a road system as a stop towards suitable permanent surfacing within a reasonable period. The highway departments seem to favour the method of developing roads on general principles of durability, including such details as construction of permanent culverts and bridges, the classification of roads according to their importance, grading to a systematic and generous width

as will freely accommodate present and prospective traffic, thorough drainage, the straightening of existing highways and the widening of existing grades, separation of railway grades, the building of a base of gravel and broken stone that will properly serve the present requirements, and surfacing with a durable material such as the nature of the traffic demands and the extent of the service will justify. Care is taken so that the location is the best that can be secured in the vicinity.

The poorest and weakest sections of the roads designated are under taken first, making each year's work an extension of the one preceding until the whole road is brought continuously to the required standard.

### System Extending.

In the days of the horse-drawn vehicle, traffic was restricted largely to the township and seldom beyond the country, but with the motor vehicle of today and the vehicle of the future it is quite apparent that even provincial boundaries will be forgotten; and, to meet this growing demand the authorities realize that road-building should now be treated as a work to be particularly viewed, seriously considered, skillfully designed and carefully carried out by the most capable and economical methods, and that this should be maintained by similar methods of care and ingenuity. To this end it is believed that the federal aid will be a great encouragement.

It is realized that to carry this to effect is by no means an inexpensive undertaking, requiring the most careful co-operation between the provincial and federal authorities.

With reference to the new roads system in Eastern Canada it may be said that, in Ontario, the program provides for the improvement of the main road from Toronto to Hamilton and through Brantford, Paris, Woodstock and London to Windsor, with a branch extending from Hamilton to Niagara Falls and another from Niagara Falls around Lake Erie to Windsor. Then there is a road from Toronto through Galt and Stratford to Sarnia with a branch to Owen Sound. The Hamilton-Galt-Kitchener road, likewise, being improved and also the roads from St. Thomas to Stratford and from Toronto to Muskoka. Lastly, there is the main road from Toronto to Kingston, Brockville and Cornwall to the Quebec boundary at Coteau, with a branch from Prescott to Ottawa and another from Ottawa, easterly, along the south shore of the Ottawa River to Point Fortune. The last link of the system is a road from Ottawa to Perth and along the Rideau to Kingston. Quebec Railhead.

Quebec is well ahead, already, in its system with permanent, first class highways from Montreal to Roussell, Montreal to Three Rivers and Quebec and from Lévis to Jackman, Maine. Comprised in the new scheme are roads from Montreal to Hull and Arnyer, from Montreal through the Laurentians to Mont Laurier, from St. Lambert to Lévis and, thence, to Rimouski with a branch down to Ed-

monton or B. from Rivière du Loup connecting at the former with the New Brunswick system; a road from Montreal to Deseronto, Ontario, through Sherbrooke; one from Beauce Junction to St. Hyacinthe, another from Beauceville to Sherbrooke and on to Sorel, Ouehnavaga to Malene, Lévis to Richmond and Lévis to Lacolle.

In New Brunswick the system will include the big highway down the St. John Valley from Edmondston to St. John and on to Moncton, across country line from Fredericton to Chatham and Newcastle, a road from St. Andrews and St. Stephen to Fredericton and one down the north shore from Metapedia and Campbellton, southerly to Moncton.

The Nova Scotia roads will be from Amherst to Halifax, Truro to New Glasgow Antigonish and on to Sydney, Halifax to Yarmouth via the Annapolis Valley and around the south shore back to Halifax.

In Prince Edward Island they will improve the roads from Charlottetown to Summerside and Tignish and from Charlottetown to Georgetown and towns with a number of smaller roads. The programme is ambitious, withal. Eighty millions will go a long way in producing good roads, in improving conditions of travel and transport, and generally in making Canada a better place to live in.

## Expression of Art In Coach Building

Industry Had Origin in Poland—Rivalry of Great Craftsmen.

Coach building always has been an art. Whether it reached its peak in the days of the magnificent horse-drawn vehicles of royalty or whether that honor belongs to the special creations which mark custom-built automobile bodies is a matter of opinion. Coach building had its start in Poland. Few realize that the country separating Germany from Russia gave to the world the first fine sample of coach building. Such was its excellence in early days that the English investigated and took up the art, and afterward came the French.

All of the craftsmen and designers of the empire and kingdom participated in this rivalry, and examples of the work of other centuries reflect not only keen vision, wonderful art on the part of the designers, but hand work on woods and metals that always will rank among the clever creations of men.

The source of some of the inspirations is striking. An English coach builder was passing through the Alps when he saw an oddly contrived goat cart. He sketched the lines and when he returned home he worked out the cabriolet, which made an instant appeal to those who wanted the finest equipages. The first part of the word cabriolet is a translation of what

they called the goat where the cart was discovered.

### Stimulus of Creation

The designer has had the incentive of creation as his goal, and those who enjoy the splendid motor coaches little think of the time and thought which the carrying out of the idea required. That greatly desired touch of the exclusive, the individual, has forced the designers to search the innermost recesses of their ingenuity. Then came the work of making these lines a fact, and workmanship which marks the period furniture so freely copied never was better than that on some of the bodies today.

The designer of the automobile body

has many things to take into consideration. Primarily the lines must be such that the body will be clever. It must also be comfortable and it must balance with the chassis so that the car is harmonious from end to end. Beauty does not mean lavishness or colors, nor does it include freakiness. Lines of almost severe plainness at times are those which command quick commendation from the automobile show visitors. Too little thought of real grace has been given to some of the bodies which come forth by the thousands.

### Sad Example

Crookedness never pays in the long run. Look at the corkscrew.

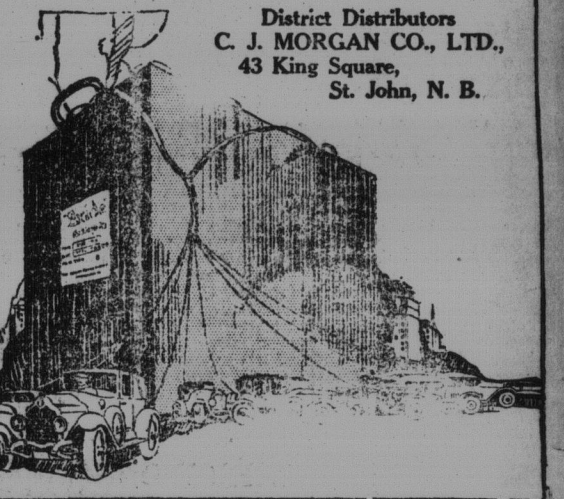
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While many Cole owners claim far more mileage than this, we have made due allowances for their enthusiasm, and will only state what we know any Cole owner will experience. The car is also extremely economical on oil.

## "The Lowest First Cost and the Lowest Upkeep

that you will find in any high grade car" is the repeated statement of Cole owners from coast to coast. When you become a Cole owner you will be making the same boast yourself—it's remarkable how a Cole owner boosts the car of his choice.

## Your Cole Will Never Be an Orphan Car

because the factory behind it is one of the strongest in the world. The Cole Motor Car Company does not owe a dollar. It has no preferred stock or bonds and it has a strong cash reserve. In its whole history it has never passed a discount. Ask your banker—he knows.

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