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THE CANADIAN - BUILT DE SOTO FOR CANADIANS

### Chairman's Report At G. R. A. Meeting

The following is continued from Thursday's report of the Good Roads Conference—

#### Chairman's Report

The annual report of the Executive committee presented by the chairman, S. L. Squire, of Toronto, opened with the comment that the work of the association becomes increasingly important as each year sees greater progress in highway matters in Canada. Since the Regina convention of last September, the chairman or some other member of the executive had visited every province and had found ever-growing interest in road making and maintenance, combined with increasing concern for safety on the highways. Measures suggested to bring about accident reduction and greater safety included uniform road rules and uniform signs and markings throughout Canada, lights on all vehicles, and a rule compelling all horse-drawn and other slow moving vehicles to keep to the extreme right of the road at all times.

Highway transportation, the report proceeded, is now recognized as no longer a local affair, but as a national concern, taking its place with railway and water carriage in volume and value of good conveyed and number of passengers carried. Since the highways are thus of national benefit and scope the executive committee believes the federal government should make a further and more substantial contribution to the construction of main roads, supplementing the \$20,000,000 appropriation of 1919, and the committee would ask the association to endorse this proposal. The annual expenditure on rural roads and bridges in Canada today is about \$50,000,000, providing employment for a large army of skilled and unskilled labor, and giving back full value to the public. The tourist traffic alone, brings some \$250,000,000 into Canada each year, and the touring industry is one of the most important factors of the Dominion's present prosperity.

A new aspect of transportation, Mr. Squire went on, was the increasing use of aircraft, there being more airplanes

in use today than there were automobiles in 1900. Whatever the extent to which air travel should become general, however, there would still be use for highways so long as the law of gravity remained in force. It would be one of the functions of the Canadian Good Roads Association to endeavour to bring about as full a measure of coordination as possible between the new form of transportation and the previously existing forms, just as already the association, through its interprovincial conferences, its fact finding committee and other activities has brought about better understanding and greater cooperation between the highway interests and the great common carriers of the railway systems. Today, more than ever before, it was recognized that the problem of transportation must be viewed from all its angles and solved by mutual concessions and in a broad Canada-wide spirit. The association, said the chairman of the executive, could pride itself upon the fact that in fostering the movement which had resulted in giving Canada so many thousands of miles of splendid roads, it had played a considerable part, not only in benefiting agriculture and industry, but also through making possible the great volume of travel and touring of today, in bringing about national unity and in breaking down misunderstandings between the citizens of the various provinces and between the urban and rural regions of the country. The association intended to continue its course of dealing fairly and impartially with the innumerable questions constantly arising which are concerned with better highways and greater safety on the roads.

This was followed by the report of the nominating committee in which was embodied the names of the officers for the coming year. Resolutions were passed expressing the thanks of the Association to His Honour Lieutenant Governor Hearty, Premier Saunders, Hon. J. P. McIntyre, His Worship Mayor Yeo the members of the local committee and others for the splendid assistance rendered in making the convention an unqualified success; to the press of Canada for their co-operation, to the various cities which extended invitations for the holding of the 1930 convention, to the retiring officers and directors, to all who assisted in the programme of the convention,

and to the management of Beach Grove Inn for the many courtesies and services rendered.

The acts of the board of directors, executive committee and officers during the past fiscal year were formally ratified.

The following resolutions were also adopted:

**RESOLVED:** That this association is of the opinion that there may be materials in Canada, which can be used as Dust-Layers for Gravel Roads. And, in view of the large expenditures being made by the various provinces for this purpose, be it resolved that this Association go on record as requesting the Dominion Government to carry out investigations and research work in this connection.

**RESOLVED:** That in view of the very marked and acknowledged benefits which come to Canada as a whole because of the large investment being made in highway construction and maintenance by various municipal and provincial bodies, such benefit being of a far-reaching nature and affecting many branches of Dominion Government service; and whereas, the Federal Government has collected in excess of \$200,000,000 during the past ten years which can be directly or indirectly traceable to highways; and in view of the fact that the Federal Government recognized its interest in highways by a first grant of twenty million dollars which has been expended; and in view of the increase in highway travel throughout Canada; that this Association, in annual convention assembled, re-affirm its oft-stated belief in Federal aid of highways, and that additional aid should be granted at the earliest possible moment to the various provinces, and the Executive Committee is hereby instructed to make every reasonable effort to have this resolution made effective.

At 7:30 p. m. the annual banquet and entertainment took place at Beach Grove Inn. Mr. O. L. McPherson, retiring president, was in the chair. Among the speakers were Premier Saunders, Hon. W. E. Hibbs, Mayor Yeo, Hon. Frank Oliver, Hon. P. C. Black, Hon. J. E. Ferrault, and others. Mr. Raoul Raymond, the well known baritone, sang several solos very effectively.

### Health Services of Canadian Medical Association

#### TUBERCULOSIS IN CHILDREN

At the last annual meeting of the Canadian Public Health Association, Doctor R. M. Price reported the results of a research which is of public interest. This research was concerned with the important subject of the spread of bovine tuberculosis, that is the type of tuberculosis from which cattle suffer and which also attacks children.

From the report, the following statements are quoted:—"The incidence of bovine infection in man, therefore, depends upon the amount of tuberculosis in cattle from which the milk is obtained, and the amount of raw milk consumed by children. In Canada, about five per cent of cattle tested react to tuberculin. "The younger the individual, the greater is the probability of the infection through the milk consumed, and the more likely is the case to be due to the bovine type."

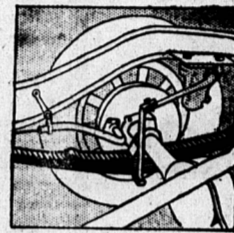
In a group of 148 children studied, the bovine type of tuberculosis was found in 20 of them. Of the 128 children who showed infection with the human type, most of them gave a history of living in contact with a case of pulmonary tuberculosis. In many of the bovine cases, there was a history of the use of raw milk, and, in most cases the relationship to milk was shown.

The important and most instructive practical point is that all of the children who had the bovine type of the disease came from places where the milk supply was not pasteurized. The group studied included a number of children living in the City of Toronto, and not one of these children had the bovine infection. The milk supply of Toronto has been pasteurized for a number of years.

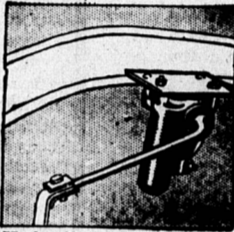
It is hardly necessary to draw conclusions. It is evident that, by pasteurization, we can eliminate the bovine type of tuberculosis, which is responsible for quite a percentage of tuberculosis among children who use raw milk. Disablement, disfigurement, suffering and sometimes death are the results of bovine tuberculosis in children. Pasteurized milk is safe and its use safeguards children from



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many diseases, including bovine tuberculosis.	International Nickel . . . . . 59%	oment of the River Shannon plans to educate the farmers and
Questions, concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto will be answered personally by letter.	International Petroleum . . . . . 27	scheme. With the distribution of their wives in the use of labor saving devices to take the place of manual labor which is now so prevalent. The innovation will be of special relief to women, whose hard and monotonous tasks have driven many to places of easier work and more comfort.
<b>MONTREAL STOCK EXCHANGE</b>	Massey-Harris . . . . . 55 1/2	
Market reports furnished by Green-shields & Co., Montreal, to Stewart Jones & Co., 88 Great George Street, Charlottetown.	Montreal Power . . . . . 155	
Quoted at closing, Sept. 20, 1929.	McCull Frontenac . . . . . 38 1/2	
	National Breweries . . . . . 147	
	National Steel Car . . . . . 85 1/2	
	Canada Bronze . . . . . 26 1/2	
	Dominion Tar . . . . . 24	
	Famous Players . . . . . 65	
	Noranda . . . . . 57	
	Power Corporation . . . . . 123 1/2	
	Price Bros . . . . . 108	
	Quebec Power . . . . . 91	
	Shawinigan . . . . . 102	
	Smelters . . . . . 409	
	Steel of Canada . . . . . 58	
	Simons . . . . . 40 1/2	
	Wayagamack . . . . . 98 1/2	
	Winnipeg Electric . . . . . 83 1/2	
	Steel of Canada Pfd . . . . . 49	
	Kennecott . . . . . 87	
	Inter. Harvester . . . . . 130	
	Bendix Aviation . . . . . 82 1/2	
	Consolidated Gas . . . . . 167 1/2	
	Radio . . . . . 96 1/2	
	Paramount Players Lasky . . . . . 70 1/2	
	Poor & Co. B. . . . . 37	
	American Can. . . . . 177	
	Alleghany . . . . . 51 1/2	
	Algonquin . . . . . 124 1/2	
	C. P. R. . . . . 228	
	General Motors . . . . . 73 1/2	
	U. S. Steel . . . . . 235	
	Bank of Nova Scotia . . . . . 400	
	Bank of Montreal . . . . . 352	
	Bank of Commerce . . . . . 233	
	Royal Bank . . . . . 351 1/2	

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