

## COST OF CONSTRUCTION.

The average cost per mile for first-class roads was at first about \$2,000, this has been reduced by experience, and a better knowledge of road building and a better system by nearly one-half. Maintaining these roads costs about \$40.00 per mile, but this means maintaining them in such a way as to have them grow better annually. This cost of maintenance is gradually lessening. The road between ditches is generally eighteen feet wide, the metal or top from eight to ten feet in width and ten inches deep, the earth is filled in at the sides and the whole rounded from the centre to take away the water and to keep it from the road-bed. Good ditches and proper culverts are the first consideration. The second general principle is not to allow the road to run down. The success attained may be attributed to the following reasons: The public men of Hastings early learned the value of cheap transit. The county is on the bay of Quinte which is a part of the St. Lawrence river and continuously before them was the object lesson of cheap freights down that water-course, they were thus reminded that it cost more to haul a load twenty miles inland than to take it to Montreal. Second, they never varied from the broad and correct principle, that all leading roads should be county roads, and maintained by the county. Third, it was early inculcated that good roads were a general benefit, and one of the most important factors in developing the country. Fourth, that the indirect losses by bad roads not only made the county poorer, but by lessening the facilities of intercommunication became a factor in perpetuating ignorance and destroying enterprise.

## CLASSIFY THE ROADS.

So long as road building is left in the uncertain state that now exists in rural districts, just so long will roads fail to reach the proper standard. The sum of money represented by statute labor at \$1 per day, expended in a systematic way would within a reasonable time accomplish much. Let the counties take charge of the leading roads, and the local municipalities retain control of the local roads as at present, under some legalized statutory system, utilizing the statute labor as indicated, and wonderful results in road improvement would be achieved.

A hearty vote of thanks was tendered to Mr. Wood for his very able and instructive paper. Those present were unanimous in expressing their appreciation of the many valuable suggestions contained therein.

In the discussion that followed it was stated that the cost of maintaining roads at \$40 per mile in Hastings, includes payment for bridges costing less than \$10,000.

The following resolutions were passed:

## VOTE OF THANKS.

Moved by Wm. Dickson, seconded by James Beattie,

Resolved, that the Ontario Good Roads Association in annual convention assembled desire to thank Hon. Mr. Dryden, Minister of Agriculture, for the great service he has rendered the association in having printed by his department for distribution 20,000 copies of the report of the proceedings of our first meeting last year; and we hereby request Mr. Dryden to have an increased number of copies of the report of this meeting published by arrangement with the directors of this association.

Moved by J. S. Hunter, seconded by T. S. Henderson.

Resolved, that the thanks of the Ontario Good Roads Association be extended to the Canadian press for the interest which it has taken during the past few years in the subject of road reform, an interest which has done very much to popularize the movement and advance the objects aimed at by this association. In this connection we beg to urge rural publishers especially, to avail themselves of the use of the excellent matter on the subject which is being provided by the two stereotype plate agencies in this city, which we believe will prove not only interesting to the general reader, but a great aid in the cause of road reform and the work of this association.

## FOR PRACTICAL WORK.

Moved by P. Mahon, seconded by J. F. Beam;

Resolved, that the first and immediate work of the Good Roads Association for the coming year shall be the continuation of the work of collecting information on the subject of road-making and road maintenance from all available sources, and in regard to the laws of other countries on the question; the continuation of the agitation for reform; the dissemination of practical information in printed form and through addresses and discussions throughout the country, the formation of local associations in every county in the province, and in towns, villages and township municipalities so far as practicable.

Members of the board, all delegates and friends of road reform were requested to act for themselves in forming local associations, wherever desirable or necessary.

## EDUCATING ROAD MAKERS.

Moved by W. S. Campbell and seconded by W. G. Baldwin, and resolved that we record our satisfaction at the interest taken by principal Mills of the Ontario Agricultural College in the subject of roadmaking and improvement, as shown by the fact that, at the suggestion of the president of this association, he has arranged to have a series of lectures on the subject, to be delivered before the students of the college during the present term. We anticipate important results from this wise action on the part of Dr. Mills, believing as we do that it will lead to new avenues for usefulness for the sons of farmers who are attend-

ing the college, and who will thus, through special training and qualification, be able to serve the country among the road-makers of the future. And we beg to express the hope that the subject of road building and road maintenance be added to the regular curriculum of studies at the Agricultural College.

## AFTER DELINQUENTS.

The following resolution was passed with the understanding that the legislation sought would necessarily have regard to the existing rights of companies under their statutes.

Moved by A. W. Campbell, seconded by Peter Mahon, and resolved, that we the members of the Ontario Good Roads Association, do petition the legislature of Ontario to improve the law relating to toll roads. The object aimed at being such legislation as will compel road companies to maintain their roads at a much higher standard than at present; that no company shall be allowed to charge tolls where the road is not kept up to such a standard as the legislature may fix; and that greater facilities than at present exist be provided for the enforcement of such legislation in order that the burden of legal action may fall on the community rather than on those individuals who may desire road companies to comply with the provisions of the law.

## THANKS TO MR. HODSON.

Moved by Jas. H. Wooley, seconded by M. Pettit, and resolved that this association desire to thank Mr. F. W. Hodson, superintendent of the Farmers' Institutes, for the assistance rendered us in placing the subject of roadmaking and maintenance among those which have been discussed at the recent meeting of the Farmers' Institutes throughout the province, and in the selection of a number of speakers recommended by our board, who have thus been able to bring practical phases of the subject and the aims of the association before the farmers.

And we hereby request Mr. Hodson to include in his list next year, a number of good roads speakers for those districts which have not been covered in the arrangements for meetings held during the past month.

The meeting adjourned until Friday morning when a report from the secretary was received, showing that statistics had been collected from seventy-eight per cent. of the townships not including new districts, showing: 1. Population; 2. Acres; 3. Assessed value; 4. Number of days statute labor; 5. Commutation rate; 6. Road and bridge expenditure; 7. Road mileage; 8. Whether stone or gravel exists in the township in sufficient quantity to make improved roads. The total number of days statute labor is 966,000, and the road and bridge expenditure is \$750,000. The number of miles of road in the province not including new districts is about 50,000.