

These figures must appeal to all as illustrating the practical working of abolition methods in contra distinction to statute labor, and cannot fail to convince those who have given this matter thoughtful and earnest consideration that the disabilities of old age having overtaken this once useful and meritorious system it should now be relieved of further responsibility, and the force of progress be allowed to evolve a new system less temporizing in its results.

A lively discussion followed the reading of this paper, but owing to the official stenographer not having arrived a report of it could not be secured, nor of an interesting address that was given immediately afterwards by Mr. A. W. Campbell, C.E., of Toronto, Provincial Highway Commissioner. The opinion of the convention was that the statute labor system is unjust and ineffective and that it should be abolished.

AFTERNOON SESSION.

Wednesday, June 28.

The principal speaker at the afternoon session was Mr. James H. Macdonald, of Hartford, Connecticut, Highway Commissioner for the State of Connecticut.

Mr. Macdonald was received with enthusiastic applause. He said:

Mr. President and Gentlemen of the Eastern Ontario Good Roads Association—I am always just a shade suspicious when I receive such a hearty welcome from an audience to which I am a stranger ever since hearing a friend tell a story about having been invited to deliver a speech at an Italian meeting at which he understood there was not an English speaking person present. With fear and trembling he spoke about the early days of America, taking each epoch from Washington down. To his surprise they vigorously applauded him time and again, and when he got down to McKinley they fairly raised the roof. When through he said, "Mr. Chairman, you have given me the most agreeable surprise I ever had in my life. I came here not expecting to find an English speaking person and they all understand every point I made." The Chairman smiled, and replied, "Not at all, meeting am packed; me holdie up one finger, clappie; holdie up two fingers, stamp feet; holdie up three fingers, yellie McKinley likee de devil." So when I received the ovation just accorded me I unconsciously looked at the presiding officer to see if he was making signs. (Laughter.)

After listening to the splendid addresses delivered here this morning, followed up by that very plain, matter of fact and convincing talk by your commissioner I feel a little trepidation in coming before you. My friend, Mr. Campbell's reputation has long come across the border, and I may say that I have read a great many reports, signed by highway commissioners, in the work I am engaged in, but it is not enough to hear the theory of road building, I want to see it in practice. There are a whole lot of people who speak about good roads; who write stories about good roads, and who sing songs about good roads, but there are not a great many people in the world who talk common sense and turn out practical ideas of how to make good roads; and I want to say that I never read a report in all my official career but what the report of your commissioner was the peer. (Applause.) And it was due to the persuasiveness of your enterprising secretary that I have been able to clasp hands with my brother commissioner, whom I had never seen, and congratulate him on having victory assured. If people would read that report of your commissioner, not only in Ontario, but in every one of your provinces, and yes, if it would come across the border into our little towns it would do them a lot of good. (Applause.) No movement was ever calculated to do the amount of good for the public at large that this good roads movement will do. (Applause.) The great question of transportation sits at the footstool of every home, of every province in British North America; it sits at the footstool of every