

including the principal part of this road in the county roads plan, and paying to the several townships the amounts specified in the by-laws.

The various steps taken by the County Council were as follows:

1. The council, after considerable discussion, agreed upon a plan of county roads, which included all the toll roads within the county.

2. After securing a valuation of the toll roads by the County Engineer, offers were made to the various companies.

3. The county's offer being accepted by only one company, a by-law was passed affecting each of the other toll roads under the Toll Roads Expropriation Act.

4. A copy of these by-laws was sent to each of the companies and municipalities interested, and arbitration proceedings were undertaken in all cases before the County Judge, as sole arbitrator.

5. By-law No. 476, re a system of county roads under the Highway Improvement Act, was prepared and given its first and second readings.

6. This by-law was submitted to the Township Councils, and the Township Councils approved in all cases but one.

7. By-law No. 477 was prepared and given two readings, this by-law being under the Toll Roads Expropriation Act, providing for raising money by the issue of debentures.

8. By-law No. 477 was submitted to a vote of the people and carried.

9. Both by-laws, No. 476 and No. 477, were given the third readings at a special meeting of the council, October 30th, and the toll roads are now being taken over.

Before submitting the latter to a vote of the people, about 2,000 copies of the by-law were printed and distributed by mail throughout the county. The councillors also held meetings in their various divisions, assisting one another as much as possible, and by this means insured that the by-law was not misunderstood by the rate-payers. The majority for the by-law was 956.

Municipal Port Arthur.

Port Arthur has, for a number of years, had the distinction of being the only municipality in Canada having an electric street railway under municipal control, and in connection with this, it has conducted an electric lighting plant.

The works are operated by water-power developed this year, having previously been operated by steam. The council has now before it the report of an engineer on a municipal waterworks system. The most recent acquisition has been, however, a municipal telephone service, inaugurated on November 19th last. The service commenced with 110 telephones, others are being put in as rapidly as possible, and it is expected that the year will be commenced with 200 instruments installed. The central station has an equipment for 280 telephones.

The Good Roads Movement in Canada.

The road question is one which is being every year brought more prominently before the Canadian public. The origin of what is known as the good roads movement has been traced to various sources by various writers. The bicycle, which a few years ago was so popular for long distance journeys, has been credited with much in this respect. Some suggest that the marked contrast between the roads of this country and those of the Motherland, was an original incentive, and unquestionably many of those who have journeyed to England, or Scotland or France, are among the staunchest good roads advocates. Railway companies, manufacturers of roadmaking machinery and other interests have been pointed to as factors of the movement for better roads. Of later years, auto-mobile clubs have joined the ranks of those asking for better roads and the proposed rural mail delivery promises further aid, as its success is understood to be wholly dependent upon good roads. These, however useful, have been very largely but surface features to the stronger under-current, and the great sustaining force of the movement has been the Canadian farmer, upon whom devolves the burden of country road construction and who is most directly benefited by road improvement.

Good roads associations have been formed in almost every province of the Dominion, those most active being in the Provinces of Ontario, Quebec, New Brunswick and British Columbia, while more or less consideration has been given the subject by all Provincial Governments. Ontario, however, is the leading Province in this movement, both as regards an active public interest organized in good roads associations, and in Governmental action.

The first definite step in connection with this movement was taken in 1894, when a good roads association was organized for Ontario. A large number of delegates attended the meeting, representing county councils, township councils, farmers' institutes, dairymen's and other associations. A constitution and by-laws were framed, and a careful campaign was launched. Mr. Andrew Pattullo, M. P. P., of Woodstock, was selected as president, and Mr. K. W. McKay, county clerk of Elgin, as secretary. This was the parent association that fought the early battles for road reform.

Realizing the importance of good country roads as a factor in transportation, and recognizing their value to the farming community, the Ontario Government in 1896 appointed an expert in road construction to the office of Provincial Highway Commissioner, now a branch of the Department of Public Works. With an annual expenditure on road construction, aggregating three and one-half million dollars being made by municipalities of the Province, there was much need for skilled direction of this large outlay, if only to prevent waste.

By means of literature on the subject, township councillors and others having supervision of road building throughout the Province, have been clearly instructed as to the best means to adopt in obtaining economical and permanent results. Public meetings have been held in a large number of townships, addressed by Mr. A. W. Campbell, the commissioner of Highways, at which roadmaking in all its branches has been discussed. These meetings, with rare exceptions, have been largely attended, and a strong interest in road improvement has been aroused, which, directly and indirectly, is turned to practical account on the roads of the districts thus visited, and in the system of road management. Throughout the Province there has been a general improvement as regards methods of draining roads, grading them, applying gravel or stone, construction of culverts and bridges and the roadmaking implements used.

To the end of 1901, there were seventy-three townships which had abolished or commuted statute labor, in whole or in part. By how many more this will have been augmented at the end of 1902, definite information is not available, but reports indicate that a large number of townships have made and will make the change. Of these seventy-three townships seven have wholly abolished the system, and for road purposes collect a rate on the township system. Forty-eight commute all statute labor at a rate per day, and the eighteen remaining townships have partially commuted.

The new methods of doing road work, of making and maintaining roads, and the new system of management is no longer an experiment. Township after township has made the change, and wherever it has been given a fair trial in a business-like way, the results have been a success beyond expectation. The universal testimony from townships where statute labor has been removed is that the roads improve much more rapidly than in surrounding municipalities where the old system is retained. In some cases it is affirmed that one year of the new methods has been worth five years of the old system in actual improvement to the roads.

In 1901, a second road organization was formed, known as the Eastern Ontario Good Roads Association. Of this Mr. J. C. Bradley, warden of Carleton, is president, and Mr. H. B. Cowan, editor of the Ottawa Valley Journal, is secretary. This association in the two years of its existence has been exceedingly active, and has achieved excellent results. Its chief work has been in connection with its "good roads train" by means of which short sample pieces of road have been constructed in each of ten eastern counties. Manufacturers of roadmaking machinery supplied, free of cost, an outfit consisting of a rock crusher, a steam roller, a grader, wagons, minor implements and expert workmen. Railway companies transported this outfit without charge. County councils each contributed a small sum toward