

poses, and spend an amount in that municipality equal to the amount we spend on either side of it. Nearly all these small urban centres and towns have western ideas. They get the idea that to be a large town they ought to have a large limit; so with a town of a couple of thousand population, if they have not three miles of limit on the main road, they generally feel that they will never be anybody or get any place. But to-day, when the provincial highway is going through, they realize the folly of an extended limit.

In these towns of 1,500, we won't regard the limit; we will regard the point to which the population comes, and we will designate the road to the population and not to the limit. Through that part of the population, we are willing to spend an amount equal to what we spend per mile on either side of it, and establish an equal width, whatever it may be; then if that municipality desires to build it out to their curbs, it will be their responsibility. This, I think, is more encouragement than those small urban centres ever

TABLE 1—LIST OF ROADS DESIGNATED BY ONTARIO GOVERNMENT AS PROVINCIAL HIGHWAYS

	Miles.
1. Windsor to St. Thomas (Talbot road) . . . .	126
2. St. Thomas to London . . . . .	16
3. Maidstone to Lambeth (Longwoods road) . .	102.5
4. St. Thomas to Niagara Falls . . . . .	141
5. Jarvis to Hamilton . . . . .	27
6. Hamilton to Chatsworth . . . . .	103
7. Arthur to Kincardine . . . . .	64.5
8. Sarnia to road No. 11 . . . . .	62.7
9. Stratford to Brampton . . . . .	77
10. Hamilton to Kitchener . . . . .	32
11. Stratford to London . . . . .	47.5
12. Stratford to Goderich . . . . .	42.5
13. Toronto to Hamilton (Dundas st.) . . . .	37
14. Cooksville to Owen Sound . . . . .	102.4
15. Toronto to Bradford . . . . .	31
16. Bradford to Severn river . . . . .	55
17. Toronto to Rouge river . . . . .	11.8
18. Whitby to Lindsay . . . . .	36.5
19. Port Hope to Peterborough . . . . .	26.8
20. Kingston to Ottawa . . . . .	102.0
21. Ottawa to Pt. Fortune . . . . .	69.5
22. Ottawa to Pembroke . . . . .	89.0
Existing provincial system . . . . .	422
Total, . . . . .	1,824.7

received before, and we hope they will avail themselves of this opportunity of putting themselves on the map.

I have had many deputations in the last couple of months in regard to the designation of provincial roads. I do not want to say we have not been biased by any deputation that came to the parliament buildings. We have carefully gone to work and figured out the important centres of population and districts of production. We have carefully studied all the road maps and looked very carefully into the direction and course of automobile traffic. We have watched the truck traffic. We have carefully considered the market centres, and now I am able to offer to Ontario a provincial system where every county in the province that is under the Ontario Good Roads Act will receive a portion of that trunk system.

The termini of the 1,824.7 miles of road, as we feel they should be designated in Ontario, are as given in Table 1, above.

Some people may say that there is a road from Toronto to Hamilton, but it is another one of the roads that only serves one side of the agricultural district. It is a splendid highway; it has given great profit and satisfaction to everybody that has to travel over it, but it has already got to the dangerous point as far as congested traffic is concerned. Rather than to widen that road—a policy which I could never favor—we think it is desirable to take Dundas street into the provincial highway system, whereby agriculture

may be served on both sides, and that much burdened county of Halton, which has been foremost in the good roads system in the province of Ontario, will be relieved of one of their heaviest burdens.

Road 15 and 16 is the one that carries all the Toronto summer traffic; it runs through the county of Simcoe to the town of Barrie, one of the best agricultural districts in the province of Ontario, a road that will not only benefit agriculture but will benefit the people of the city of Toronto who contribute so much in automobile licenses in Ontario.

When the system was designated originally, it was designated from the Rouge through to Quebec, and there was no connecting link in York county; road 17 will connect from the Rouge to the city of Toronto.

East of Ottawa we have three counties along the Ottawa river, where they have a road that cost them a great deal to keep up,—another road with one-sided population. That is the road from Ottawa to Point Fortune, 69.5 miles. Then we have two flourishing counties along the Ottawa river to the west and north, and we wish to serve them from Ottawa to Pembroke, 89 miles.

The termini of most of the roads we are thoroughly decided upon, and the route we will take, but there are a few cases where the country is rough and the routes are not direct, on which we have not fully decided. There are some things such as railway crossings which we are trying to avoid, but we hope to relieve the counties for the year 1920 of their care and expenditure on this amount of road system.

We hope to develop this system in the next five years to a state of perfection that the whole of Ontario will be proud of. In doing this, we want the co-operation of everyone, because we have a big undertaking.

A. A. Hughson, town clerk, Orangeville, Ont., is receiving applications until 730 p.m., March 15th, for the position of water works engineer.

Charles E. Fowler, bridge engineer, of New York City, states that the proposed bridge connecting Detroit and Windsor will be started this year, financed by New York, Montreal, Toronto, Detroit and Windsor capital. "The bridge will cost approximately \$28,000,000," says Mr. Fowler, "and will take three or four years to build."

The "Saskatchewan River Water Project Advisory Board" has been formed to report upon the advisability of providing Moose Jaw and Regina with water from the Saskatchewan river. Maj. A. J. McPherson, chairman of the Local Government Board of the province of Saskatchewan, is chairman of the advisory water board, other members being G. D. Mackie, city commissioner of Moose Jaw; W. F. MacBean, merchant, Moose Jaw; and Thos. Teare, farmer, Marquis. The board will include representatives from Saskatoon and Regina.

Members of the Town Planning Association of South-western Ontario interviewed Premier Drury and members of his cabinet last week at the Parliament buildings, Toronto, and asked that the "Planning and Development Act, 1918," be amended as suggested last November at the Hamilton conference of the association. The suggested amendments are as follows: (1) Provision should be made in the proposed act so as to ensure the permanency of town planning schemes by preventing the alteration of any scheme except with the same formality as employed in preparing and adopting it; (2) the town planning commission shall consist of the head of the municipality, three members of the council and three persons, being ratepayers, appointed by the council; the members of the said commission, except the head of the municipality and the three members of the council, shall hold office for three years or until their successors have been appointed, provided that on the first appointment of the members of such commission, the council shall designate one member who shall hold office for one year, one member who shall hold office for two years and one member who shall hold office for three years.