REPORT OF THE GOOD ROADS CONVENTION.

road. It will compact readily, and in the dry season under the traffic of wheels will make a smooth, nice surface, like the surface of some of the streets in St. John - they are covered now.with mud. This makes a nice surface in the dry season, but when the wet season comes on, this sand and mud will attract the moisture, the rain will enter into the soft roadway, will break the bond between the stones, the traffic will then drive the small stones down into the surface of the road, the sand and mud will churn to the surface, and each spring we will find the surface covered with four or five inches of mud, and in this way we will be paid for carrying away an amount of mud equal to the gravel placed on the previous year. Now I do not suppose you are following any such foolish rule in this Province. I presume that you have profited by the experience of others, and that instead of laving down a specification for bad roads, and spending your money in building bad roads, you are working along another line, and that your specification embodies different principles; that you are providing for the construction of good roads; that you are seeing to it that every dollar of money expended upon your roads is producing the very best results. If so, your specification will embody these principles: first, drain the foundation of the road. Do this by constructing drains on each side of the grade, and see that a proper outlet is made to a creek or some ravine. (Fig. 1.) A better plan than to construct sharp, open and deep ditches along the side of the road is to use common field tiles; place one row of these tiles, from four to six inches in diameter, on each side of the grade and below the frost line. See that these tiles have a uniform fall and a proper grade, and see that they are carried to a proper outlet - some creek or ravine. Then grade the road and give the crown a drop of one inch to each foot from the centre of the road out to the gutter; that is, where the grade is twenty-four feet wide between the ditches, the centre of that road should be twelve inches higher than the side at the edge of the ditch, the ditch, of course, being beneath this. See that the crown is made regular and uniform, so as to shed the water as quickly as possible from the centre of the road to the side ditches. Then provide ditches along the side, preferably shallow gutters. Deep, open ditches are dangerous, and they are unsightly along a road, beside being expensive to construct, and very expensive to keep up. Shallow gutters along the road surface to carry the water freely

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