

Road Construction.

By A. W. CAMPBELL, Commissioner of Highways.

GOOD roads are of vastly more importance to the development of any country, than is commonly attributed to them. A vague impression prevails that railways have superceded them, and that so far as industrial, commercial and social progress is con-

Appian way, and those other great highways over which the commerce of her colonies passed, the art of road-making has been materially changed. These old roads were—and many of them still remain—masses of rock and masonry several feet in thickness. The necessity of this great depth of material



A well-built broken stone road near Carleton Place.

cerned, the condition of the common road is of little consequence. A more indefensible position could not be taken. Railways mean, above all, further development, and that development demands the improvement of country roads as feeders to the railway, and for communication with the adjacent country. Every nation that has achieved supremacy has been a builder of roads. Good roads are not merely an index of, but a means towards national greatness.

Since the days when Rome built the

has been done away with by the very simple discovery—yet one which is still but tardily accepted—that the natural soil, if kept dry by drainage, will support any load. As contrasted with ancient methods, the keynote of modern roadmaking is drainage, both surface and deep drainage.

A good country road has two well-defined features. These are

(1.) The foundation of natural soil over which the road passes, and which must be kept strong enough by drainage to support not only the weight of