

What They are Saying.

The report of the Provincial Instructor in roadmaking, recently issued, has received a good share of attention from the press of the Province. One encouraging feature is that these comments come from no particular locality or district, and are alike appreciative of the main features which the writer has endeavored to impress.

The Brockville *Times* says:

"The third annual report of the Provincial Instructor in roadmaking for Ontario is out, and is interesting reading. It shows that the gospel of good roads is making substantial advance in Ontario, and that modern methods are being adopted.

"We draw the attention of the voters to the statements of Mr. Campbell, a bright and energetic man, full of the latest ideas. Our town councillors should paste his comments on the ward system in their hats. Brockville cannot abolish the ward system too soon, not only in the interests of good roads but in the interests of good municipal government."

In the course of a lengthy review, the Brantford *Expositor* says:

"The third annual report of Mr. A. W. Campbell, the Provincial Instructor in roadmaking, has been issued, and both by letter-press and by engraving, it emphasizes in the most positive language the necessity for the application of new methods to roadmaking in Ontario. Thanks largely to Mr. Campbell's urgent appeals and valuable directions, much has been done in the past three years toward the bringing about of a better state of affairs, but our Provincial Instructor is still but a Mrs. Partington seeking with a mop to keep back an ocean of mud. The most encouraging sign, perhaps, is the general interest that has been aroused.

"No more meritorious appointment has ever been made to the Provincial service of Ontario than that of Mr. Campbell as road instructor, and no official is in a better position to make a reputation for himself and at the same time confer a lasting benefit on the people. It is fortunate that he possesses tireless enthusiasm, and is not easily discouraged. He has years of accumulated prejudice and ignorance to clear away, but the energy he has already displayed leaves no room to doubt that he will ultimately achieve complete success."

The *Times*, of Dresden, among other comments, has this to say:

"All reports of the different departments of governments, both Federal and Provincial, reach this office as soon as ready for distribution, each having its interesting character, but if we were asked to single out one as pre-eminently superior to all others in interest and its direct bearing on the wealth and prosperity of the country we would unhesitatingly answer 'The Report of Provincial Road Inspector Campbell.'"

"But the whole report is so full of interest, so pregnant with ideas for the advancement of the prosperity of the country

that one is at a loss which is the most important portion to quote, and as our limited space will not permit us publishing the report in its entirety, we earnestly urge all our readers who are interested to write to the Department of Agriculture, Toronto, for a copy of the report."

From Fort William. The *Journal*, of that place, opens its remarks as follows:

"We have just received the annual report of the Provincial Instructor in roadmaking, Mr. A. W. Campbell. It contains many valuable hints on the subject, the result of long experience and careful study. In view of the fact that Fort William is about to spend five thousand dollars on the improvement of the streets, and Port Arthur is in throes over its sidewalks, a few remarks from the book may not be out of place. His sayings are very pointed."

Drain the Roads.

A knowledge of how to drain the roads most perfectly is the secret of successful roadmaking.

In looking for objections to a large tax bill for road purposes, it should not be forgotten that the money paid in this way by the taxpayer can in a great many instances be brought back again by work on the roads, or sale of roadmaking material.

The greater part of the money collected by the council for road purposes is spent wholly within the municipality.

Hastings county has about 370 miles of county roads.

A county road system does not imply a greater tax bill. It merely means that the county spends more on the roads, and the townships spend less.

A county road system means good management applied to the most important roads.

The leading roads should be under the care of the county engineer or other capable superintendent.

There is no part of the machinery of agriculture more important than good roads.

Good roads are much too important to be left to the tender mercies of the statute labor system.

It is a long step from the old-time sickle to the modern self-binder, and as great a difference between the bad and good road. When the farmers of this country learn by experience how great that difference is, good roads will have come to stay.

It is estimated that first-class country roads can be drained, graded and macadamized to a width of 12 feet at an average cost of \$2,000 a mile. For five million dollars, or only twice the cost of Toronto's new City Hall, fifty miles of road could be built in each county of the Province, forming in every case a valuable and substantial improvement and an excellent nucleus for a county road system.

A man is never so on trial as in moments of excessive good fortune.—Lew Wallace.

Hastings Roads.

Hastings is the only county in Ontario that maintains a complete system of county roads construction and maintenance. The system has been in operation about twenty years and comprises about 370 miles, approximately all the leading roads in the county. These roads are among the finest in the Province of Ontario, many miles being the best. Notwithstanding the fact that excellent results have been produced with the expenditure in the past, the people have become so educated to the benefits of good roads, that nothing but the very best will now suit them, and so sensitive is the public feeling on this point that the County Council is aiming at the ideal. With a view to this, in the month of May, they availed themselves of the services of Provincial Road Commissioner Campbell who, with the Warden, the Road Superintendent, the County Clerk, who is a skilled road engineer, and the members of the Road Committee, drove over the greater portion of the system and made a careful inspection of the present condition, material which has been used, how it has withstood the traffic, the condition of the culverts and bridges, the drainage of the road, etc.

At the session of the County Council last week, Mr. Campbell reported to the Council, recommending that the major part of this year's expenditure be devoted to the more perfect draining of the roadbed, crowning of the roads throughout, the use of concrete pipes and arches for the construction of sluices and culverts, the purchasing of a rock crusher and a twelve and a-half ton steam roller. This report was concurred in by the committee, and will be carried out as far as possible by the council. Field stone is to be found convenient to the work as a general thing, and will be broken and largely used in construction.

About \$18,000 will this season be expended upon these roads. The roads are divided into four sections, and a gang of men under a competent foreman is placed over each, these all working under the direction of the County Road Supervisor. The system works admirably, the roads are constructed on a uniform plan, and this very large mileage is easily looked after by the very efficient supervisor.

In bridge construction the policy of the Council is to use stone and concrete in the foundation, and steel and iron in the superstructure. This policy has been continued for some years, and some of the bridges over the Trent and Moira rivers are the finest in the Province.

The County Council is alive to the importance of this subject, and having had a long training in county road building are bending every effort to most thoroughly systematize the work so as to produce the best possible results with the least outlay.

Good-humor and generosity carry the day the world over.—Alex. Smith.