

the people and serve the people adequately. Thus the mileage I have suggested.

As to the class of construction, it is our idea and our wish to put that 1,800 miles of road in a good state of repair just as quickly as possible. We have reports on most of it, and engineers will be sent out to complete those reports. On a road of, say, 50 miles in length, which may be a fairly good road with the exception of stretches of three or four miles, or a mile or so here and there along the system, it is our intention to pick out the weak parts and try to standardize the whole system so that people can derive some immediate benefit. Then we will start from the larger centres of population with a better class of construction in the districts governed and controlled by suburban area commissions.

As soon as a road is taken over, it goes out of the hands not only of the county but of the suburban area commission, so we will start from these larger centres and build out as time, labor and money will permit. To-day we have a program for permanent work in the immediate future of about 100 miles.

The provincial roads will naturally be the most important roads through the counties. These to a large extent are now designated as provincial county roads, on which the province pays 60% and the county 40%. By taking a provincial county road and making it a provincial road, the Dominion government will pay 40%, the province will pay 40% and the municipality—which I interpret the Act to mean “county”—will pay 20%.

#### “Reasonable Standards of Construction”

We hope to develop the provincial system in such a way that it will be a good proposition educationally for the counties through which it passes. We hope to develop these roads to reasonable standards of construction so that the counties, even though they be proficient in the way of building roads to-day, may have an example of construction along lines of drainage and more particularly along the lines of continuous maintenance of the macadam and gravel-surfaced roads.

The counties, relieved of considerable mileage of provincial county roads, which are most important roads, will be able then to add to their systems not merely the mileage they have been relieved of, but a mileage possibly equal to 150% or 200% of that, because the mileage they will have been relieved of is the hardest part to maintain and construct on account of the traffic. Therefore, I venture to say, they will add two miles for every one they are relieved of, and still keep their county expenditure about normal. If they can do that, what does it mean for the township? But before we come to the townships, there are just one or two things about provincial county and county roads I would like to mention.

At present the government is only paying the suburban area commission 20% on maintenance. We hope to strike that out of the Act and make it read: “Work in suburban area,” so that it will not matter whether it is maintenance or construction. We hope to be able to pay 40% of the work done in suburban areas, and thus not show any preference to construction over maintenance.

#### Too Many Roads Forgotten

One other matter in connection with county roads is this: About two years ago the standard was raised on maintenance from 20% to 40%. Now that construction and maintenance are on the same basis, we want you to take your part, and whether you take over a new road in your system or take the roads as they stand to-day, we do not want any road, whether it is constructed, partially constructed or only being maintained, to go down in standard one bit to what it is to-day. Too many roads are built by county superintendents and councils and then forgotten. You must get down to a system of continuous maintenance on these roads, so if you have a good road, keep it a good road. If you have a road 50% perfect, keep it that way, and do not let it fall back one bit. You would not go into business and just because one branch of your operations was paying, forget about the rest and let them so deteriorate

that they would take all the profit you were making on the other end. You must keep your roads up to a state of continuous maintenance and hold them there.

We have our engineers out through the province, and we are going to keep enough men out to see what the counties are doing this season, and we are going to watch very carefully and closely the class of maintenance put on by the different county councils, and we hope at the end of the year, when the bills come in, that we won't have to discriminate against any county in the province. But, if it is necessary, it won't make any difference to me who represents the county or what it is, we are going to draw the line.

If the county takes over, in turn, a number of the principal township roads, those naturally would be the ones of most importance, the ones that cost the most to build and maintain.

Where the Ontario Good Roads Act is in force, the mileage of township roads is established. We are not opening up a lot of new roads. If the county can relieve the township of



MAP SHOWING ROADS DESIGNED BY ONTARIO GOVERNMENT AS PROVINCIAL HIGHWAYS

The lines joining Guelph and Brampton, Kingston and Ottawa, and Ottawa and Pembroke are dotted because routes for those roads have not yet been definitely determined.

a given mileage, the township with the same expenditure can just spread the expenditure that much thicker on the mileage that is left.

We propose to pay 20% on the roads and bridge account for anything that our department considers as a necessary work to make these roads of a better standard in the township. This is a new departure in any government—to help the township—but what good is a trunk system to agriculture, or a county system to agriculture, if we forget about the feeders that produce the traffic to feed the people in the urban centres? To encourage this and get the township to back it up and make a success of it, we propose to pay the township 40% of the supervisor's salary instead of 25%, up to \$600. I do not think that there is any one thing in a township to-day that will standardize the work for that township and raise the general efficiency of the roads in the township as much as a sane, level-headed township superintendent.

When I say that we intend to pay 40% to the townships, we intend to pay that to all townships and villages.

We also want to give special consideration to the smaller urban centres through which the provincial highway passes; that is to say, any small urban centre up to 1,500 population. Unless the small centres are helped, we are going to have, at periods along that highway, some very rough and muddy places to drop into from a reasonably good highway. These small centres of population have probably the highest tax rate in the province, because I do not think there is any place where so much experimenting is done as in a village of 1,500. They must have sewers and electric lights and so forth, and they have got themselves into the position that they are handicapped financially, and without putting the tax rate up to a degree which would run their property off the market, they are unable to build the roads necessary in this province. Therefore, we propose to help these places of under 1,500 population.

We will build the highway through any centre of population that is not separated from the county for county pur-