

County Roads in Carleton.

An important convention was held at Ottawa on the 7th and 8th of October, for the purpose of considering the good roads by-law proposed by the council of Carleton County, in accordance with the Act of the Ontario Legislature, appropriating one million dollars in aid of road improvement.

Indications are that the county of Carleton will have a system of leading stone and gravel roads in the very near future. This statement is made because of the fact that at this meeting attended by the members of the county and township councils of the county, practically every person present expressed himself as being in favor of good roads and desirous of seeing the leading roads of the county improved. There were differences of opinion as to how the work should be carried out, such for instance, as whether or not the toll roads should be bought up, but the overwhelming feeling of the meeting was evidently in favor of better roads.

Another significant fact was that all the township officers present said that in the event of the construction of a system of leading roads being undertaken they would like to see the county council have charge of the work, rather than the township councils.

The only township which appeared to be strongly opposed to the suggested system of leading roads, was Fitzroy, and in its case some strong reasons were given for such a stand. The representatives from Huntley township appeared to be divided in their opinions.

The final result of the meeting was that a committee was appointed, consisting of the Reeves of the different municipalities and the senior county councillors from the different county divisions, the whole to be under the chairmanship of Reeve Mann, of Goulbourne, which will meet some time in the near future to see if a system of leading roads for the whole county can be drawn up that will be satisfactory to a majority of the townships. This committee will report at the next meeting of the county council in December.

The meeting was unanimously of the opinion that the by-law recently submitted to the township councils would not do and that it should be greatly amended or an entirely new one brought in.

Another significant evidence of the great change that is taking place in public opinion was the apparently united view expressed that the statute labor system is now greatly behind the times and that more up-to-date methods of road work are now needed. This opinion was expressed again and again at the meeting and apparently no one cared to oppose it. The representatives from Goulbourne and Gloucester townships in which statute labor has been commuted, reported that there has been an immense improvement in their roads since the change in the old methods of doing road work.

The principal speaker on the first day of the convention was Mr. A. F. Wood, who explained in detail the county system of Hastings. On the following day, Mr. A. W. Campbell, Provincial Commissioner of Highways, entered fully into a discussion of the Act, as it applied to Carleton County. Other addresses were delivered by Warden Cummings, of Carleton County; Mayor Cook, of Ottawa; W. C. Edwards, M. P. P.; Ed. Kidd, M. P.; G. N. Kidd, M. P. P.; and H. B. Cowan, secretary of the Eastern Ontario Good Roads Association. The last afternoon of the convention was devoted to hearing the views of the township representatives present, the opinions expressed being exceedingly favorable to a county system of roads, the county council receiving much praise for taking the initiative in the matter.

Wentworth County Roads.

The county of Wentworth, by a large popular majority, on the October 22nd, voted in favor of the county road by-law, whereby the council will raise \$98,000 for the construction of a system of county roads, and the purchase of toll roads within the county. This will enable the county to take advantage of the recent Highway Improvement Act, and receive its proportion of the provincial grant of one million dollars. The result shows that about one-third of the total vote was cast, or about 1,500 votes, giving 700 majority in favor of the by-law.

The toll roads to be purchased and their prices are:

Ancaster Toll Road.....	\$10,000
Barton and Glanford Road, Mt. Albion Branch.....	4,800
Mt. Hope Branch.....	17,200
Barton and Stoney Creek Consolidated Road.....	24,000
Hamilton and Nelson Road.....	14,000
Waterdown and Pt. Flamboro Road.....	1,000

Total for Toll Roads .....\$71,000

The city of Hamilton has to pay \$1,800 for the portion of the Mt. Albion branch in the city; and \$2,200 for the city part of the Mt. Hope branch. The county of Halton will pay \$3,895.66 towards the Hamilton and Nelson Road.

The by-law also provides that there shall be paid to certain townships the following sums: Beverley, \$2,100; West Flamboro', \$2,700; Dundas, \$1,750; these amounts to be as a partial equivalent for the amounts they will pay towards the purchase of toll roads, without receiving corresponding benefit. The total amount raised will be met by payment of \$5,496.60 yearly, for 30 years, interest on the debentures being 3 3/4 per cent.

The matter of supervision is the next question of importance, but it is expected that consideration of this will be left very largely to the new council that will be elected next January.

Toronto.

The annual report of the City Engineer of Toronto for 1901, recently issued gives the following statistics regarding the capital of the Province of Ontario:

The area of the city, within the city limits, not including the portions of the city land covered by water is 17.17 square miles, and the population, 259,420.

Within the city limits there are 259 miles of streets, and 84 1/4 miles of lanes, of which 182 miles are paved, and 77 miles unpaved.

The pavements and roadways are:

Asphalt.....	35.26 miles.
Cedar Block.....	77.33 "
Brick.....	11.53 "
Macadam.....	51.22 "
Wood on Concrete.....	.67 "
Stone and Scoria Block..	.82 "
Gravel.....	5.54 "

The sidewalks are:

Stone Flag.....	1.821 miles.
Concrete.....	52.594 "
Brick.....	3.056 "
Wood.....	372.384 "

The city is drained by what is known as the combined system of sewers, and there are 233 50 miles of sewers.

The waterworks system is owned and operated by the city, the supply being obtained from Lake Ontario by direct pumping through a six foot steel conduit laid under Toronto Bay to the main pumping station on the water front, the surplus water being pumped through the city mains to the reservoir, situated north of the city limits. Cost of system to date, about \$4,000,000.

At the main pumping station are five engines ranging from 4,000,000 to 10,000,000 gallons capacity per 24 hours. At the high level pumping stations are two engines with a total capacity of 6,000,000 gallons in 24 hours. Toronto Island has one engine of 5,000,000 gallons capacity.

There are 38,000 water takers and the average quantity of water pumped daily is 22,093,150 gallons. The average rate by meter is 10 cents per 1,000 gallons.

There are four lighting companies doing business in the city. The Consumers' Gas Company have 251 miles of mains and 26,982 consumers. The Carbon Light and Power Company have 901 street lights. Toronto Electric Light Company have 1,204 street electric arc lights, and 500 private business arc lights; they have 960 miles of overhead and underground wire and 50 miles of underground conduit. Toronto Incandescent Electric Light Company have 100,000 private business incandescent lights.

The Toronto Railway Company has an exclusive franchise for operating a street railway service within the city limits. They have 88.911 miles of tracks, about 300 cars in operation, and carried 39,448,087 passengers in 1901.