

Union last year for certain amendments in the 'Game Laws' of the province;

"And whereas, This Union did not think it advisable to support said resolution;

"And whereas, Shelburne, being a small municipality largely covered by forests, and used as a hunting ground for very many persons outside of the municipality;

"And whereas, In the past convictions have been secured for violations of said Act and punishment imposed by imprisonment, adding to the assessment of the municipality;

"And whereas, The 'Game Society' or Government receive all fines when paid and the proceeds of sale of licenses, etc.;

"Therefore resolved, That this Union of Municipalities urge such legislation for the 'Game Society' or Government to bear all expenses of suits and imprisonments under said Act."

It was resolved that this be considered this day six months.

"That the thanks of this Union be tendered the Local Government for the great assistance they have given this Union in bearing the expense of printing the proceedings of our conventions." Carried.

"That the Executive be requested to prepare and submit to the Government of Nova Scotia at its next session of the Legislature such draft legislation as it may deem desirable for the establishment in each town, city and municipality in the province of a fire prevention board, fully empowered to make and enforce its regulations." Carried.

"That this Convention desires most urgently to impress upon the municipalities of Nova Scotia the vital importance of ultimately using only standard hose couplings and hydrant fittings in connection with their fire departments, and, as a preliminary step, the use of standard coupling adapters." Carried.

In reply to an enquiry, City Engineer Doane said: "Seven and a half threads to the inch was the standard"

"That we recommend that the Act be changed so that no judge will have the power to send Militia in against the wish of town authorities without appearing before an impartial board of inquiry and that the delegates to the Convention of the Union of Canadian Municipalities be instructed to bring the matter before that Convention." Carried.

The papers of Mr. Arthur Roberts—"Provincial Public Offices: Inspection and Reform"—and by President MacMillan—"The Public Health Act"—were referred to the Executive Committee for action.

It was decided to hold the next Convention in Bridgewater.

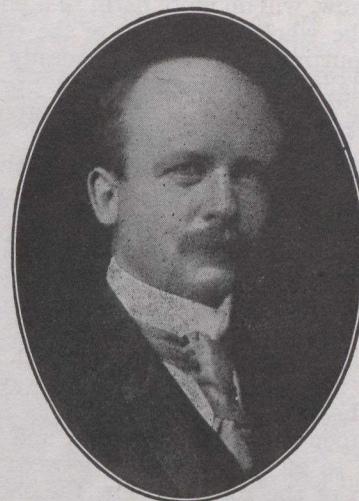
The retiring President was made an Honorary Member of the Union.

The thanks of the Convention were passed to Mayor MacIsaacs and Warden MacMillan and the Town and County for their hospitality.

Paris to be Improved

The City of Paris, not content to rest on her laurels, is about to spend \$20,000,000 on beautifying the city still further. It is proposed to purchase the military circle and turn it into boulevards. A great change has already been made by replacing the venerable stone Pont Notre Dame by an iron bridge of the cantilever type. This has been done, not because the old bridge, which was completed in 1572, is in bad repair, but to allow more room for the steamers to pass under it.

ROADS IN ONTARIO



W. A. McLean, Esq., C. E.

Chief Engineer of Highways, Ontario

Few realize the extent of roads built in Ontario under the Highways Act. They are scattered in every county, some in small sections, which, as a rule, are being joined up. The roadways constructed under the County Road plan last year aggregated 240 miles. If we keep improving in the future as in the past, the prospects are very favourable for a good system of highways throughout Ontario.

During the past few years, the cost of highway construction in Ontario has greatly increased. Highway construction is not made up of the cost of material in the pit, of stone in the quarries, nor by the cost of machinery, but rather by the cost of grading and drainage, of operating machinery, of getting material out of the pit and out of the quarry, crushing and preparing it for the roads and putting it in place. That means that the principal cost of road construction goes into wages of men and teams. Ten years ago, the cost of labor was \$1.25 for men, and teams could be had for \$3.50 per day. This year, some men were being paid \$3.00 a day, and teams \$6.00 a day, with a fair average over Ontario of \$2.50 day for men and \$4.50 and \$5.00 for teams, which means that the cost of road construction is practically twice as much to-day as it was ten years ago.

To meet the situation, we shall have to dispense, as far as possible, with horses and manual labour, and turn our attention to road building through the use of machinery. But, to build roads with economy by the use of machinery we must keep the machinery steadily employed, otherwise interest and depreciation will be too great, and will eat up the profit. In order to keep machinery employed we will have to make road construction "a man's job." We must stop the annual patching of roads by men and teams, and expand the County Road plan; not to build roads in short, scattered sections, but rather in long stretches, making "a man's job" of the work.

Last season one of the striking features of the year was the heavy rainfall, and on all sides roads were badly worn. Where roads went to pieces, under the influence of last season's heavy rainfall, it means, largely, a lack of drainage and that sufficient precaution had not been taken to put a proper crown on the road, to open ditches, and to put in culverts where they ought to be. We have got to drain in Ontario, not for the ordinary summer weather, but for the heavy rainfalls which come periodically; and for the Spring time. The Spring