

people. Mr. Wood sketched the history of the roads in that county for the past forty years, beginning with the toll-gate system, which was abandoned because of the abuses which accompanied it. After several plans had been tried the county undertook the construction and maintenance of a certain portion of the chief highway, constructing them of gravel and after a definite plan. A road committee and a road superintendent were appointed to look after the work, employ the necessary labor and purchase all material required. This had resulted in a great saving by reason of the scientific methods adopted and in the present satisfactory condition of the roads.

GOOD ROADS CHEAPER THAN BAD ONES.

This formed the keynote of a very stirring address by Mr. Pattulo. The fact that so many representatives of the people had gathered together, he said, was in itself a most hopeful sign for the success of the movement. The work of the Provincial Road Instructor was appreciated at home, and now his reports were read and appreciated all over the Dominion and several European countries. Good roads were cheaper at any cost than bad roads. The transportation problem was the greatest one in Canada, and our duty now was to pay attention to our rural highways. He knew of no service or direction in which the councils could do so much good as to take hold of the management of the leading roads in their respective counties and employ trained men to keep them in a proper state of repair. Their example would be followed by the township councils. The present Legislature was favorable to road improvement, and he suggested that the cause could be assisted by the Government guaranteeing the bonds by which the counties borrowed money for the purpose, whereby the latter could get funds at probably a half lower rate of interest. Statute labor ought to be abolished; it was a relic of barbarism. He favored optional legislation by which municipalities could, if they wished, abolish the system. In conclusion, Mr. Pattulo suggested that the convention adjourn instead of dissolving and that its recommendations be sent to the municipalities to be discussed in the coming elections and also at the January meetings of council, after which it would have greater affect.

TRANSPORTATION.

The Hon. E. J. Davis, Commissioner of Crown Lands, addressed the convention, making this his chief theme. The question of transportation was one of the greatest of the age, and the farmer who could get it the easiest and the cheapest from his barn door to the markets would come out best in the competition of to-day. This was especially the case since the development of the butter and cheese industries, which occasioned so much travelling upon the highways. In the United States rural mail delivery was being experimented upon successfully, and, if that is followed here the necessity of goods roads will be even greater. Coming to the question of cost, Mr. Davis said the expenditure of money was a matter that required very careful consideration. He ventured to say that the masses of the people would not readily approve of any scheme which would mean largely increased taxation upon them. He believed that the present expenditures could be put to a much better advantage than they were at present. In this connection Mr. Davis commended the scheme of Mr. Campbell to improve the present roads as a good one.

The proposal to take the control of roads from the smaller municipalities was one which might arouse some opposition from the latter in the country. Mr. Davis urged very careful consideration of any request which might be made to the Legislature, and concluded by saying that anything the Government could properly do in the interests of all the people of the province to aid them in the work, they were prepared to do.

A NATIONAL ISSUE.

On the last day Mr. Campbell gave a spirited address. He rejoiced that the present convention raised the Good Roads question from a purely local one to the importance

of a national issue. He referred to the magnificent roads of Hastings county, which were as smooth as billiard tables, while in many other districts, such as the "Metropolitan County of York," mud was ankle-deep on the highways. In Ontario we were spending annually 1,100,000 days of statute labor. Under this extravagant and inefficient system the roads were supposed to be kept up, but, in addition to this labor, every county expended from \$3,000 to \$6,000, or even \$10,000 a year, or in the whole province, \$3,500,000. In the last ten years, in labor and money, about \$42,000,000 had been expended on the roads of Ontario. He had no hesitation in saying that such an expenditure, properly used, would gravel and macadamize every road in the province, including back concessions. (Applause.)

Continuing, Mr. Campbell spoke of the statute labor law as having done excellent work in pioneer days in clearing the forests from the highways, but in its present form it had outlived its usefulness. It must be either commuted or abolished. It was disregarded by too many persons, and he urged that proper overseers take the work in hand and look after larger sections of the highway. Mr. Campbell then gave a series of hints for guidance in making roads and concluded by saying that the remarks of Hon. Mr. Davis almost looked as though some offer would be put forth in assisting the different counties in building the important roads.

A paper was read by Mr. J. F. Beam, Black Creek, Ont., on "Good Roads, Principles and Results," in which he expressed the strong conviction that the cities, which drew so much wealth from the country, should pay their share of the cost of country roads. Another interesting one, on "Reforestry," was made by Jno. A. Ramsden, who advocated the planting of trees, both in rows and in blocks and belts, which would have a very beneficial effect in protecting the roads. Each address was followed by a vigorous discussion, in which a desire was evinced by everyone present to get at the root of the matter and evolve some definite plan that would apply to every county in the province in improving the public highways.

Before the close of the convention some important resolutions were discussed and carried with but few dissenting voices. The general feeling indicated a desire for state aid, and this point almost overshadowed the main issue, that of county control of the roads. Some favored delaying action in reference to state aid, but the majority wanted their sentiments recorded, and finally a resolution was carried that the convention endorses the principle of provincial aid for highways assumed by counties, and referring the plan in which it should be presented to the Government to the committee subsequently provided for. A second resolution favored the assumption by the counties of the main roads within their borders.

A third resolution was carried referring to radial and electric railways in the country, and was as follows: "The time has arrived in the interests of good roads that the Provincial Legislature should intervene in cases where electrical railways fail to agree as to terms and conditions of ingress and egress of markets, and pass such legislation as shall impose such fair conditions as shall avert the present lock-out of radial railways seeking markets of this province."

The following were appointed a committee to lay before the Legislature the views of the convention, to forward the cause of good roads and make arrangements for another convention of municipal representatives at such time and place as may be deemed expedient: Messrs. C. E. Lundy, James Graham, M. Richardson, D. H. Moyer, J. F. Beam, W. H. Pugsley, M. P. Buchanan, and J. A. Ramsden. It was decided to ask the Department of Agriculture to have the report of the convention published. Mr. C. E. Lundy was elected chairman and Mr. J. F. Beam vice-chairman of the organization, which will meet again.

Lives there a man with soul so dead
Who never to himself has said,
As he aimed at the tack and missed the head—
" — ! — — ! ! — — — ! ! ! " — *Puck.*