

S. L. Squire, Hon. President of the Ontario Good Roads Association, expressed the hope that the federal government would take a tangible interest, and not only a passing interest, in the work of the Roads Congress. "I welcome you to Ontario," said Mr. Squire, "to a province first in population; first in agriculture; first in manufacturing; first in wealth; and first in good roads possibilities, but unfortunately not first in good roads progress. We hope soon, however, to lead the Province of Quebec instead of being second to her as now."

A. Dion, president of the Ottawa Valley Motor Car Association, said that the association had been the projectors and pioneers of the Ottawa-Prescott Highway proposition which will link Ottawa with the highways of New York State and with the inevitable Toronto-Montreal Highway. He hoped for the early construction of the Ottawa-Prescott Highway.

Ben Michaud, Deputy Minister of Roads of the Province of Quebec, referred to the complete accord in the Province of Quebec between the ratepayers and the government in connection with good roads policies. "At the beginning," said Mr. Michaud, "a trial had been made with some county councils by giving them aid to buy stone-crushers. Then another attempt was made with local municipalities, helping them to purchase road graders. The crusher was left idle in a neighboring field and in one instance the road grader was the subject of a boisterous meeting at which a resolution was passed prohibiting the use of the implement."

#### How the Movement Grew in Quebec.

"We set our men to work to find out what was the matter, and why, since we were not Greeks, our presents were refused. We soon realized the truth of the old French saying to the effect that you cannot get anything unless you pay for it. We granted certain subsidies and obtained good results, but we saw that it would be a slow affair if we did not do more."

"The trend of opinion showed a general desire to have good roads and the government was anxious to give to the province the much-needed improvement. The only question to be settled was of the necessary funds. The government decided to borrow millions and to furnish the ratepayer with the money required to pay the cost of construction. It is realized that the construction of good roads is just as important as the construction of all kinds of public works, not excepting railroads. The idea was that the time had come to put good roads on a proper footing and to invest in their construction all the money available, provided that it would not interfere with sound administration."

"The government asked from the municipalities a contribution of \$1,000 a mile towards provincial roads and this contribution was readily granted. As regards local roads, the government offered to pay 50 per cent. of the amount expended on macadam or gravel roads. Then the government offered all the money necessary for road construction at two and then at three per cent. interest without sinking fund. The dollars have not ceased to pour in and with such a continuity that in five years joint action of the people and of the government has given to the province over 300 miles of trunk roads, nearly 2,000 miles of improved roads, and has done away to a large extent with statute labor and has created a new spirit which will no longer suffer trails to be called roads."

#### Dominion Good Roads Annual Meeting.

The annual meeting of the Dominion Good Roads Association was held at Chateau Laurier Tuesday evening

and it was decided to incorporate the association. Temporary by-laws were adopted and application to parliament will be made for a Dominion charter. This will place the association upon a more business-like basis and will mean a more equitable distribution of the support of the movement. Instead of the expenses of the congress being met almost entirely by the manufacturers who take space in the exhibition, the expenses of the propaganda work of the association will now be met by regular annual dues from members all over Canada. There will probably be three classes of membership, with fees ranging from \$5 to \$100 per annum, similar to the scheme adopted by the American Highway Association.

#### Wednesday's Business Sessions.

The three days' business sessions of the congress opened Wednesday morning, April 11th. Paul D. Sargent, chief engineer of the State Highway Commission of Maine, was on the programme for the first paper but unfortunately Mr. Sargent was unable to be present and his place was taken by Jas. H. MacDonald, of New Haven, Conn. Mr. MacDonald was for many years State Highway Commissioner of Connecticut, and is now a consulting paving engineer.

He told of the small beginning of the road movement in his native state, which movement had grown to great proportions, six and a half million dollars now being the appropriation in Connecticut for this work, and his state has previously spent sixty-eight million dollars in constructing highways. Forty states in the union have been committed to a permanent good roads policy.

"Of the 200,000 miles of roadway in the United States, half that mileage will have to be overhauled and redressed," said Mr. MacDonald. "Drainage and foundation are the two necessities of good roads. Broadly speaking, the surface would almost take care of itself if the road were properly drained and had a proper foundation."

George Hogarth, chief engineer of the Ontario Public Highways Department, presented a paper on "Drainage and Foundations." In the discussion which followed, emphasis was laid on the difficulty of building roads across swamps. Mr. MacDonald spoke highly of the English rubble drain and the Telford base, which he had never known to fail.

In the afternoon W. A. McLean gave an address on the highway laws of Ontario, emphasizing the importance of preparation being made to provide public works for the employment of the thousands of men who will return from France.

"Township councils in the earlier history of Ontario," said Mr. McLean, "depended largely on statute labor for road improvement. At the present time townships in Ontario are spending annually over \$1,400,000 in cash, and 1,100,000 days in statute labor, having a total estimated value of \$2,500,000 annually. The mileage of roads assumed by a county is usually from 12 to 18 per cent. of the total mileage of the county."

Replying to a question by Mr. Michaud, Mr. McLean agreed that the Provincial Highway Act in Ontario is coercive to a certain extent, but that in fact it works out harmoniously, the province and the municipality agreeing as to the wisdom of building a road.

W. L. Squire expressed himself as being in favor of autocratic legislation in connection with location, standardization and assessment of cost of roads.

C. A. Mullen, of Montreal, questioned whether it was not advisable to use concrete foundations more extensively for highways, and Col. Sohier agreed that it is a good