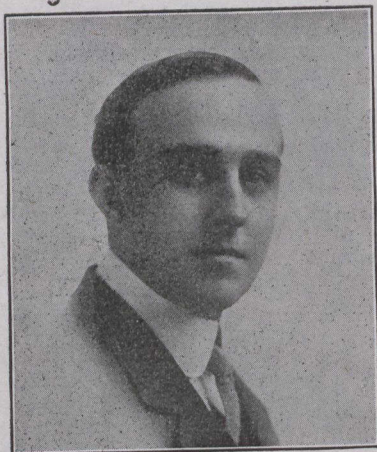


## Progress in Canada's Roads



GEORGE A. McNAMEE,  
Secretary, Good Roads Congress.

Substantial and constant progress in the improvement of Canada's roads and streets is shown by the brief summaries received from the road departments of the various Provinces by Mr. George A. McNamee, secretary of the "Good Roads" Congress, which meets at Montreal, March 6th to 10th inclusive.

From the communications already to hand it is possible to give the outline of what has been done and is being done by two of the Maritime Provinces: New Brunswick and Prince Edward Island, the two old Central Provinces; Quebec and Ontario, and two of the Prairie Provinces, Saskatchewan and Alberta.

**New Brunswick:** A separate department for roads has lately been created, with Mr. John L. Feeney in charge, and a definite policy of road construction is being formulated. Last year the Province subsidized its roads, and will again do so this year.

**Prince Edward Island:** (Almost an agricultural Province). The earth roads are largely repaired and improved each year. The mileage is approximately 3,500 miles. Repairs are made by district road taxes, supplemented by Legislative allowances for larger works. The road taxes for 1914 amounted to \$36,000, and the Legislative allowance was \$18,000 for roads, and \$35,000 for permanent bridges.

**Quebec:** Rapid strides have been made in the last half-dozen years, 295 miles of water-bound macadam and 140 miles of gravelled roads were built in 1915 by the Government as Provincial roads, or by Municipalities with Government assistance, at a total cost of nearly \$3,000,000. The Sherbrooke-Derby Line Road, 32 miles, is complete; there remain only 14 miles to be done on the Levis-Jackman Road, and of 32 miles of uncompleted road in the Montreal-Quebec Road, foundation has been laid for 21 miles. These roads are expected to be finished this year. From 17,000 to 18,000 miles of earth, gravelled or macadam roads are regularly maintained by Municipal Councils, 476 municipalities having by-laws in force for road maintenance. During the past few years Quebec has expended over \$14,000,000 on its roads, out of \$15,000,000 appropriated, and an authoritative rumour states that \$4,000,000 will most likely be appropriated during the present session of the Legislature, this, together with the balance of appropriation on hand, makes \$5,000,000 for roads in Quebec. Several provincial roads asked for by different districts are receiving the Government's serious consideration.

**Ontario:** Twenty miles of the Toronto-Hamilton concrete highway was completed in 1915, leaving about 16 miles to complete. The total cost will be about \$850,000, the Provincial subsidy being \$4,000 per mile. The construction of a main highway from Toronto to Oshawa, about 26 miles, and from Ottawa to Prescott, about 60 miles, at a cost of \$600,000, are the principal main roads under consideration. In addition to these projects for

main roads which will ultimately form sections of national highways, there was constructed in 1915 approximately 250 miles of county roads at a cost of \$658,000, of which the Province paid one-third. The Provincial appropriation of \$2,000,000 for county aid is exhausted, but a further appropriation is expected at the coming Session of the Legislature. The Ontario Government will proclaim the Highways Bill to take effect this month. Instead of 30 per cent, the Government will pay 40 per cent of construction cost, and 20 per cent of maintenance cost, instead of nothing as heretofore. The increased revenue from motor licenses will be devoted to defraying the additional charges on the Provincial Revenue.

**Saskatchewan:** The Saskatchewan Legislature voted the following amounts for road purposes for the fiscal year ending April 30th, 1916: to be expended from income, on roads and bridges, \$500,000; to be expended from capital, on steel bridges with concrete foundations, \$200,000; to be expended from capital, for Highway construction, \$1,200,000. Owing to financial conditions arising from the war, however, it was decided to restrict the expenditures, and the amounts spent under the above three heads are respectively \$170,000; \$168,000, and \$328,000. The Province has not yet started the construction of hard metal roadways, the work consisting mainly of making passable the dirt roads.

**Alberta:** Since its formation as a Province in 1905, Alberta has been spending \$500,000 annually out of revenue upon its roads, in conjunction with the municipal organizations, and where there are no municipal organizations, the expenditure is made directly through the Public Works Department. As the Province, like Saskatchewan, is a new one, no highways have yet been set aside for construction with permanent material, the problem so far having been largely one of assisting the settler to get from his homestead to his nearest railway point.

In this brief survey of the Provinces, there are lacking Nova Scotia, where considerable road work is being done; Manitoba, which is considerably in advance of Alberta and Saskatchewan, as being an older province; and British Columbia, which is one of the most forward of all in its road policy and actual accomplishments. When these are added to the provinces treated of, it will be apparent that Canada has made a decisive and encouraging start toward the goal of Dominion-wide Good Roads.

### ONTARIO HIGHWAYS ACT.

The Ontario Highways Act passed at last session of the Legislature, came into force during January, and a Public Highways Department has been established.

Hon. F. G. MacDiarmid is now Minister of Public Works and Highways, and W. A. McLean, C. E., is Deputy Minister of Highways.

The Ontario Highways Act provides:

1. For Provincial aid to the extent of twenty per cent of the cost of maintaining County Roads.
2. For encouraging townships to appoint a township overseer or foreman by paying twenty-five per cent of his salary.
3. For the appointment of commissioners to designate and define the suburban roads towards which cities and separate towns may be required to contribute.
4. For the improvement of connecting links of main or country roads through villages.
5. For the construction of main roads when three-fourths of the municipalities interested petition therefor and for the appointment of a Board of Trustees to take charge of the construction and maintenance thereof, the Province to pay forty per cent of cost up to \$4,000 per mile.

### TORONTO'S PARKS.

Toronto's park area is now 1,861 acres. High Park, with 335 acres, is the largest, and the Island comes next with 330. The boulevard mileage as planned is 43.33 miles, and 1.80 has been constructed. Ravine driveways planned have a mileage of 6.38, and there have been partially constructed 7.27 miles.