

**GOOD ROADS IN ONTARIO**

Has Not Built Main Roads First, but has Started at the Other End in Stimulating Municipal Effort.

(By W. A. McLean, Deputy Minister of Highways, Province of Ontario.)  
Opinion may reasonably be felt with respect to road conditions in Ontario. The public of Ontario have persistently deplored their "bad roads." Incessantly has this complaint been sounded. It has become characteristic of Ontario citizens. Any other note brings a shock of discord to those whose one thought of the roads has been from the viewpoint of adverse criticism. The motive is good—that of uplift. Yet, while talking of bad roads, let us see what has been accomplished with respect to good roads:

Gravel roads in Ontario	23,166
Broken stone roads (Macadam)	8,385
Broken stone roads with tar carpet coat	266
Bituminous penetration pavement	139
Asphaltic concrete pavement	43
Cement concrete pavement	118
Total surfaced roads	27,117

The foregoing schedule, referring to roads in the open country, means:

- (1) That more than half (about 55 per cent.) the road mileage of the Province is surfaced in some degree.
- (2) That Ontario has a vastly greater mileage of improved and paved roads than all other Canadian Provinces put together.
- (3) That few, if any, States have an equal record of surfaced mileage over which vehicles can travel so generally at all seasons of the year.

**Approaching Better Standards.**  
The gravelled and macadamized roads in any cases are not of the best, and much is to be desired with respect to their maintenance. Nevertheless, a persistent co-ordination of forces is at work which is, with steady acceleration, approaching better and still better standards.  
The majority of States and some of the Provinces commenced their "good roads" effort by building the main roads first. Ontario started at the other end with a view to stimulating the wide-spread municipal effort in the work of township road betterment.  
In some instances, practically all the roads have been gravelled. In others, where material was scarce, there is still a very limited mileage of surfaced roads, and much remains to be done.  
Ontario has strenuously lacked what others first undertook—a continuous system of main roads. The effect has been that motorists, in attempting long journeys, have been discouraged with the disconnected local roads of Ontario as compared with the long mileage of main roads in the Eastern States.

**Gives Maximum Service.**  
The Provincial highways system of Ontario, however, is rapidly revolutionizing the situation. It is a system of main roads, leading through the very ty of the Province, and connecting the larger centres of population. Largely following the main arteries of the pre-railway days, it is at the same time giving a maximum of service to the farming districts through which these highways pass.

Work on these Provincial highways is proceeding systematically and a fully connected scheme of well-built roads is now within measurable portions of completion. The worst permanent grades culverts, bridges, foundations sufficient to carry heavy motor truck traffic, are being provided. By the end of the present year, 1922, a much improved situation will be achieved; and by the end of 1923, Ontario will have a splendid and profit-producing asset in her system of main highways, if present plans are carried out.  
**Full Benefit Will Be Felt.**  
By means of this system of main highways, the full benefit of the work of past years will be realized. From the Provincial highway, over the county roads, and thence to the same time township road, all parts of rural Ontario may be reached on a network of surfaced roads, permitting a degree of highway traffic such as few parts of the American continent.  
Today one may motor to Ottawa or to Windsor in reasonable comfort. There may be a few detours, but even being built. States and Provinces with much less reason, are proud of their roads. Why not Ontario?

**LACK OF CLOTHING KEEPS MANY FROM PUBLIC SCHOOLS**

The monthly meeting of the Children's Aid Society was held last night in the home, in Garden street, with the president, A. M. Belding, in the chair. A committee was appointed to make arrangements for some necessary improvements in the home before the warm weather. The monthly report of the agent showed that the last month had been pretty quiet, so far as new cases were concerned, although many families were having a hard time to get along and there still was a great deal of destitution. The most deplorable feature of this situation was that there were many children in the city of school age who were forced to stay at home because of lack of clothing. There were twenty-five children in the home of the society. Sixty-five visits had been made and post cards were written and mailed during the month.

**SCOUTS' ANNIVERSARY.**  
A banquet in celebration of the first anniversary of the organization of No. 4 troop Boy Scouts of the First Presbyterian church was held last evening in the vestry of the church. This troop has a membership of forty-five, the largest number of boys in any troop east of Montreal. Badges were presented to eighty-five per cent of the boys last night for having completed one year of service. Thirty-eight of the forty-five were present. Seventy-five per cent of those who received badges last night will receive their second-class badges in two weeks' time. Walter W. Allingham, the scoutmaster, addressed the boys and addresses were given also by J. S. WIL-

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Hanson, assistant scoutmaster; Gordon Tibbitt, second assistant scoutmaster; James Anthony and the chaplain, Rev. Dr. J. A. Morrison. John Montgomery is the secretary-treasurer of the troop and Lawrence Nice is the troop leader.

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**RUM ARREST BARES BLACKMAIL PLOT**

Alleged Collector is Trapped as He Receives \$250 from a Saloonkeeper—Three Others Involved

New York, March 10 — When prohibition enforcement agents from the office of Ralph Day, Prohibition Director, arrested a man for receiving an envelope from a Harlem cafe proprietor which contained \$250 it became known that for two weeks an organized band of blackmailers had been visiting saloons in the city and posing as federal officials, extorting money from the proprietors under threat of arrest.

Thomas McCann, 40 years, who said he lived at 249 West Twenty-fourth street, was arrested when he accepted the envelope from Patrick Bennett, proprietor of a cafe at 216 West 114th street. He later was locked up in the West Thirtieth street station on a charge of extortion and impersonating a federal officer.  
Chris J. Fortman, Chief City Prohibition Agent, said that several days ago the cafe proprietor called at Director Day's office and said that he believed he was the victim of two blackmailers who had posed as federal officers. Last Wednesday, he said, they threatened to arrest him and demanded \$500. Bennett, Fortman said, admitted that he gave the men \$250 and promised to give them \$300 later.  
Bennett said that the three men said they would call for the rest of the money yesterday afternoon, and a trap was set to capture them. Four prohibition agents secreted themselves in the cafe to await their arrival. According to the prohibition officials, McCann entered the place and asked if Bennett had a letter for the "federal officers." As Bennett handed him the envelope, which contained \$250 in marked bills, the prohibition officers jumped on him and took him to Director Day's office.  
Bennett told the agents that the prisoner was not one of the men who had called on him originally. The prisoner was questioned, and said that he had been sent by two men whom he had met about two weeks ago in the hallway of the Albemarle Building, at 49 West Twenty-seventh street, in which Director Day had his headquarters. He added that the men told him they were John Murphy and John Smith, and that when he was introduced to them by a "book-maker" the latter said that the men were prohibition agents. McCann added that the men told him they wanted him to do some "confidential work" for them.

**WHO PAID FOR THE WHISKEY?**  
In the recently published "Stray Thoughts and Memories" of the late Judge Rentoul, the following passage occurs: "A Mexican dollar is worth 4s. in Mexico but worth only 3s. 10d. in the United States, and a United dollar is worth 4s. in the United States but worth only 3s. 10d. in Mexico. A man in Mexico had one Mexican dollar and bought twopence worth of whiskey and received as his change a United States dollar, then crossing into the United States he bought twopence worth of whiskey and got in change a Mexican dollar. Going back into Mexico he entered a second public-house and ordered twopence worth of whiskey and was again given a United States dollar in change. He continued these proceedings till late in the afternoon, when he was found in Mexico hopelessly intoxicated with his pocket, no poorer than when he had set out. The problem is, who paid for the whiskey? Clearly not the publican, for each publican got a coin worth 4s. and gave one in return worth 3s. 10d. Someone paid for the whiskey, and the problem I want to solve is, was it the consumer or the producer?"



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