

face. There is some difference of opinion as to the best manner of drainage ; we believe that a tile in the centre is not the best method. We find that in the centre of the road the frost goes down deeper in the winter time, especially if there is a period with very little snow, and the water will not go down. If you place your drainage to one or both sides of road-bed you will not suffer from the frost the same as if exposed in the road-bed, because you get better drainage, as there is better delivery. But you want to get a good grade ; not too wide ; grade it narrow and high, so that every third or fourth man you come across will tell you that you are a fool for building it so narrow ; then you will have it pretty near right. That is my experience."

A Delegate—"What width would you make a road?"

Answer—"An ordinary, fairly well traveled road, or a trunk road leading into a market town, between twenty and twenty-six feet; I would make it twenty or twenty-two on a road less traveled, and with a grade of one and a half inches to the foot. You want a little wider road if you have heavier traffic, because there is the more frequent passing of teams, but do not be afraid of using your road machines on the roads, particularly in the spring and fall. It does not cost much ; comb the rough places in and fill up little depressions made by the wagons when the frost is going out and you will save money. In speaking of legislation Mr. Campbell said he thought the time was ripe for the abolition of statute labor law. Well, there is another thing that would contribute very much to the advantage of the man using the highway, and that would be to compel every man going on the highway with a certain weight to have a wagon tire of a certain width. (Applause.) If every man with 1,500 pounds were compelled to have a three-inch tire, and every man with a load over that weight a four-inch tire, you would maintain your roads for at least 20 per cent. less than is spent to-day."

A Delegate—"How can you ascertain the weight?"

Answer—"If you have doubts you can make provisions for having it weighed."

Question—"You would have to have an official?"

Answer—"Not in all cases. If a man knows there is a law and knows that he is going to be compelled to use wide tires he is going to get them."

A Delegate—"It would be well to compel every man on the road, irrespective of weight to have wide tires."

Answer—"I am not going to dictate what exact measure there should be, but there should be something along this line. The heavier the load the wider the tire required. There is no doubt about that, for the narrow tire is the very ruination of our roads. A farmer wants a wide tire. If all wagon tires used on a road are wide they run easily ; they are regular rollers in themselves and they make good road. By having roads like that it is a great saving on the buggies too."

A Delegate—"I agree with what you say, but I would make the front axle shorter."

The Chairman—"I would not agree with that at all ; I would not want too radical a measure by any means. There does seem to be as much interest manifested in keeping roads in good repair in winter as in summer. We have to spend a good deal of money in winter to keep the roads open. In the maintenance of county roads I think it would be well to construct the culverts and bridges with concrete. It may cost less to build them of wood but it will cost more in the long run on account of repairs."

Question—"How do you maintain your road in the winter?"

Answer—"We have an overseer who has charge of six or eight miles ; he lives on the road and in the winter time if the road gets in poor condition his instructions are to go out and put it in first-class condition as far as the elements