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ganization, so that a considerable part of their expenditure on main roads is automatically arranged. In Ontario, however, with cities separated from township and county organization, it has been necessary to devise the system of suburban road contributions provided for in the Ontario Highways Act, in order that the existing municipal organization might not be disarranged.

Roads should be built and maintained in proportion to the traffic over them. Roads within two or three miles of a city may cost two or three times the ordinary expenditure of the county on roads, and this extra cost is difficult for the county to finance without co-operation from the city.

The object of a city's contribution would not be to relieve the county of the expenditure which they are now making, or which they may equitably be called upon to make, but rather to improve the standard of roads radiating from the city, and to permit them to be maintained in a condition suited to the traffic over them. Traffic accumulates to a considerable density on the main roads immediately adjacent to the city, and it becomes an unfair charge upon rural districts to construct and maintain roads suited to such accumulated traffic.

Thus the county with provincial aid may be spending for ordinary roads \$5,000 per mile; made up of \$3,000 from the county and \$2,000 from the province. By calling upon the city to contribute equally with the county, the two provide \$6,000, which entitles them to a provincial subsidy of \$4,000. In this way, roads costing \$10,000 (or \$20,000) per mile become possible, to the very great advantage of the cities.

Municipal boundary lines are purely arbitrary and accidental. It cannot be maintained that the true interests and obligations of cities do not extend beyond their boundaries. That city councils are inclined to think of their interests as terminating with the city boundaries is purely a traditional attitude of mind, and in considering the advantages of good main roads, is without basis of fact. Good main roads are a means of rural development and are a source of local trade, as well as a convenience to city residents. The construction of main highways radiating from a city is so clearly of advantage to the city, that artificial boundary lines must necessarily be disregarded in providing equitably for the cost.

It has been suggested that the province should contribute to the cost of continuing main roads through a city. But wealth is concentrated in cities. Cities in Ontario have an assessment of \$1,033,117,544 and a population of 1,019,627; whereas townships have an assessment of \$687,372,853 and a population of 1,027,220. With the comparatively small amount which cities are asked to pay to the construction of main roads radiating from them, we believe that ample consideration is given to the construction of connecting links within the city at the cost of the city.

A man's farm bears a somewhat similar relation to a public highway that the streets of a city bear to the system of county roads. We aid a farmer to build roads to the boundary of his farm, but do not aid him to construct lanes and driveways on his farm. If a farm of 100 acres with a single family residing on it, and distant two miles from a county road, is taxed for the construction of such a main road, it would seem only fair that an area of 3,000 acres and containing a population of 25,000 with a valuation equal to 6,000 farms, should pay something to the cost of main roads radiating from it.

The building of expensive pavements within a city does not absolve the city from its obligations with respect

to main roads in the open country. City pavements are not designed for traffic requirements; but are expensive largely because of the advantages of curbing and good boulevards to adjacent property; the cost being reflected in increased property values. Comparing a \$4,000 per mile road in the country with a city pavement costing \$60,000 per mile, under ordinary conditions of land occupation in Ontario, with four farms per mile on each side of the road, the cost, if levied on a frontage basis, would be twice as great to the farmer as to the owner of a 40-foot city lot.

As a matter of self-interest, due to the benefits which good roads bring to a city, it is clearly a matter in which the cities of the province should heartily co-operate with the province. There is no industry which cities can bonus with so much advantage to themselves as farming. Good roads increase the produce, the saleable produce, from the farms, all of which adds to the prosperity of the city.

Under the systems of taxation in vogue in the United States, a much larger proportion of the cost of main highways is met by the cities than is being considered in this province. The maximum rate to be levied upon a city for those main arteries is restricted to one-half mill, and the county roads to be designated as "suburban" under the Act, would necessarily be restricted to such mileage as could be adequately improved with the expenditure becoming available through the combined contributions of the city, county and province.

The mileage of radiating roads to which each city should contribute will depend somewhat on local conditions. Consideration may be given to the local trade traffic entering the city; or to points of local interest close to the city; or to an area approximately that required to maintain the city with local farm produce. It is estimated that one square mile, as commonly farmed in Ontario, will support a population of about 300 persons; from which the radius of the supporting area may be estimated. Broadly, it would appear feasible to require the smaller cities to give proportionate support to about six miles of road for each mile of radius of supporting area; or on another basis, two miles to each million of assessment.

The Ontario Highways Act came into effect in January of last year, and there is considerable negotiation to be carried out in order to effect organization in all cases.

The counties in which suburban roads have been settled are York, in which Toronto contributes to the entire county road system, with a special grant of \$250,000 to the Toronto-Hamilton Highway; Frontenac, in which Kingston contributes to approximately 60 miles of road; Waterloo, in which Galt contributes to 25 miles, and Kitchener to 12 miles; Essex, in which Walkerville has contributed to about 8 miles (negotiations are now in progress with Windsor). Hamilton has contributed \$50,000 to the Toronto-Hamilton Highway, and negotiations are in progress with the county with respect to other suburban roads.

Department of Public Highways.—The road organization of Southern Ontario is vested in the Department of Public Highways, under the Minister of Public Works and Highways, and is in charge of a deputy minister, chief engineer, and staff. The duties of the department have a considerable range, including:

The administration of the Highway Improvement and Ontario Highways Acts, which provide for subsidies to county and main roads.