

would have taken him to work out his statute labor under the old system."

"For the purpose of carrying out the plan adopted, the township is divided into two districts, each of which is under the management of a commissioner. These officers receive \$1.50 per day each while employed. They did receive \$2.00 but the pay was cut to \$1.50, which, personally, I think is too little. These men will earn, perhaps, \$100 a year."

"Two great advantages connected with the new system are that the work is done just when it will prove of most value, and labor-saving machinery can be made use of. Under the old plan of operations we had a road-grader, but the pathmasters never seemed able to make proper use of it. Now we do make good use of such a machine. By using it we are able to grade our clay-roads at a cost of \$20 to \$30 per mile. And a road once made will hold in fairly good shape for five years. Besides the grading, we keep going over our roads with a planer. We put this machine over the roads just as soon as they are dry in the spring, and after a heavy rainfall in the summer we put it at work again. The cost of planing of all the clay roads of the township is \$40 each application. As a result of all this work we have roads on which it is a pleasure to drive."

"The municipal rate is the same as it was, the cost to the people of putting in statute labor has been reduced, and our roadways have been improved."

THURSDAY AFTERNOON.

Mr. Hugh McMillan, Warden of Dundas, Stormont and Glengarry, presided at the afternoon session on Thursday, and extended a cordial invitation to the distinguished American visitors, Hon. Martin Dodge and Col. Moore, who responded briefly.

COUNTY ROADS OF WELLINGTON.

The county roads system of Wellington was the subject of an address by County Councillor James McEwan, of Drayton.

"The work of building good roads in Wellington was carried on between '60 and '65. The work was first begun through road companies, but this system was not satisfactory, and the roads built by these private corporations were soon bought up by the county, and the system was extended by the same authority. All told, 145 miles were built. These roads are all paid for now. Wellington County does not owe a dollar to-day for roads or anything else."

"During the last ten years the average cost of maintenance has been \$10,727, or say \$74 per mile. This covers not only the cost of maintaining the roads proper, but includes as well the county bonuses for wire-fencing and bridge work. Our bridge work has, during the last few years, been very costly, because we have some fairly large rivers in our county, and we have been building new steel bridges. And

all this bridge work (as well as the ordinary repair work and wire-fence bonus) is, as I have said, included in the \$74 per mile for maintenance. The cost of maintaining the gravel part alone is about \$45 or \$50 per mile."

"The roads are managed by the county council. Each councillor has charge of the work in his own division. I do not think our system of supervision and control an ideal one, because so many men are elected without reference to their fitness for this particular kind of work. A competent commissioner, with a knowledge of road building, would be the best sort of supervisor."

"As a result of what has been done by our county, the townships have also been encouraged to go into the work of good road building, and in my own township of Maryboro we now have 75 or 80 miles of good roads. This is half the mileage of the township."

HASTINGS COUNTY ROADS.

The history of the splendid system of county roads was related by A. F. Wood, ex-M. P. P., of Madoc.

"Before these roadways were built, said Mr. Wood, there was a very wide difference in the values of lands at the front and rear of the county. Land was worth \$100 an acre at the front, while at the rear land quite as good was worth but \$10 per acre. How is it to-day? Last week a farm twenty-eight miles back from the front, containing one hundred acres with ordinary farm buildings was sold for \$7,000 cash, the owner of another farm near by, with brick buildings on his place, refused \$8,000. The value of land at the rear of the county has increased in value in the last half century at the ratio of ten to one, as compared with the front of the county. The agent of the Canada Company tells me that he values land at the rear end of our county at double the price of lands at the rear of the adjoining counties of Addington and Peterboro—this difference in valuation being due to the fact that we have good roads, while the adjoining counties have not."

"We tried first letting the work by contract, but found, no matter how carefully the contracts were drawn, that the most gravel was distributed on the road at the points nearest the gravel pits. Eventually we appointed a gravel road committee of the county council, together with a paid superintendent of gravel roads. This superintendent of gravel roads organized gangs of five to seven men, each gang under a foreman, for the purpose of keeping the roads in repair. These men were supplied with the tools required by the county. As a result of one year's experience we found that under this system the cost of maintaining the roads was reduced by one-half."

"Each foreman reports to the superintendent, the superintendent reports to the gravel road committee, and the committee reports to the whole council. Under this system every ratepayer in the county is

really a supervisor. If a ratepayer finds a man or a foreman shirking the work he at once reports to the councillor for the division, and the matter is attended to without delay. The satisfaction given by the present system is shown by the fact that in 25 years we have had but two superintendents. We have to-day 400 miles of excellent road, and the roads are maintained at a cost of \$12,000; \$3,000 more is raised for the purpose of gradually extending the system and for the maintenance of the bridges, of which we have one hundred in the county.

THE PROVINCIAL GRANT.

The appropriation of one million dollars to aid in the improvement of highways was discussed by Mr. Campbell, Commissioner of highways, in the course of which he said:

"It is absurd to expect that the entire cost of maintaining the roads of the province shall fall upon the farmers of Ontario. There is not a person in the province who is not benefited by the highways, and for this reason the cost of maintaining them should as nearly as possible be distributed evenly over the whole population. There is only one way in which this can be accomplished and that is by means of a grant from the provincial funds. The grant of a million dollars by the province for this purpose has been spoken of as a mere bagatelle, but I hope not many more months will pass before this appropriation will be absorbed by the municipalities and further appropriations called for."

"Some object, that it is necessary for local authorities to spend \$2 in order to get \$1 from the province. This is hardly the case. Let me explain, one-third of the amount spent will come from the provincial funds; about another third will come from the towns and villages, while the balance will be contributed by the townships. But, although only one-third of the total sum will come from the townships, the Act says the entire amount shall be spent on rural highways. Even the third that is spent by the township will practically all come from the commutation of statute labor. It practically amounts to this, that the rural municipalities by paying a straight tax in money instead of working out the statute labor, will secure \$2 from the towns, villages and Provincial Treasury for every dollar they spend themselves. And even the dollar spent by the townships will be in lieu of statute labor now performed."

THURSDAY EVENING.

Warden R. Cummings, of Carleton County, presided at the evening session, the chief features of which were the addresses of R. L. Borden, M.P., Mayor Cook, of Ottawa; Col. W. H. Moore, Hon. Martin Dodge and A. Pattulo, M. P. P.

SENATOR DODGE.

Hon. Martin Dodge, Director of Public Roads Enquiry, Washington, D. C., said this was practically his first visit to Canada, and it had the result of dispelling