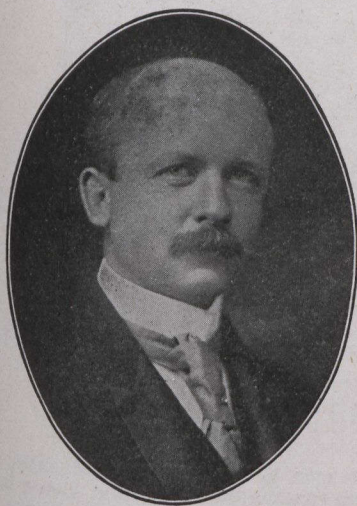


SOME BIG MUNICIPAL MEN

(By AJAX.)

W. A. McLEAN, C.E.

Since roads and their building have become to be so much a part of Canada's economic system (one of the essentials of our well being) our minds, at times go out to the builders and it would be hard to find one who has done so much in not only the building of roads, but in creating that public spirit necessary for their being, than W. A. McLean of Toronto. The little man with the big brain, who at the

present moment is deputy head of the new Ontario Department of Highways with the title of deputy minister.

Mr. W. A. McLean, since he became the chief engineer of Ontario's highways, and had an opportunity to put into practice his great gospel of good roads, has worked day and night enthusing his engineering staff, and the rural municipalities to the fuller meaning of making the highways the best in the country. And he has succeeded even better than he planned. His ability became recognized beyond the boundaries of the province. The road builders of the United States

realized that in W. A. McLean a leader had risen among them and they elected him the President of the American Good Roads Association. He became the first President of the Canadian and International Good Roads Congress. In fact, one might term McLean as the embodiment of the great movement that has spread in every part of this continent for the better building of roads.

It would seem that McLean's strength lies in the simplicity of everything he has to say on the subject of road transportation, and the enormous amount of common sense he manages to cram into every one of his arguments for his good roads gospel. But behind it all one realizes his tremendous breadth of vision. He sees a new Canada arising from the ashes of the present urban congestion. A rural Canada with a new social life begotten of better conditions for travelling. It is surely something worth fighting for.

SOCIAL CONDITIONS IN THE RURAL MUNICIPALITIES.

During the year 1915, the Commission of Conservation conducted an agricultural survey on 400 farms in Ontario. The survey included 100 farms in each of the Counties of Dundas, Waterloo, Northumberland and Carleton. Various phases of farm life were investigated, and some interesting conditions presented.

Social conditions, and other incentives to keep the young people on the farms are to a great extent neglected, as many be seen from the following report of the survey.

Ten per cent of the farmers visited have had boys leave and go to the city. Seven per cent have sons married who are farming. Nineteen per cent stated that they were following some form of book-keeping, but only one man was following a complete method. Sixty-seven per cent take agricultural papers, seventeen per cent take story magazines, and seventy-five per cent take a daily paper.

In 53 per cent of the families visited there were young people over 14 years of age while 31 per cent had a horse and buggy or an automobile for the young people. Sixty-one per cent of the farmers attended some kind of community event or events during the past year, chiefly church socials and picnics.

Here it may be stated that the rural churches have a great opportunity to develop the social side of their activities, to reach more of the young people in the country and interest them in clean amusements, sports and recreations. The local fairs are prominent among the community events attended by the farmer. In Dundas and Carleton counties no organized clubs for games were met with, while in Waterloo, 13 reported a football club, and in Northumberland, six reported baseball clubs. Only one of the 400 farmers visited mentioned attending a literary society. Twenty-five per cent of the homes had no musical instrument of any kind; 39 per cent had pianos.—F.C.N.

GET ON THE RIGHT ROAD.

Hard roads are cheaper than horse-flesh.

Drag the roads, not your loads.

Good roads are impossible only to the man who thinks so.

If the roads are to be improved, somebody must give service that can't be paid for in money.

Use system, make your tax dollar look two when put on the road, instead of like thirty cents.

We have to live with dirt roads; make them as good as possible.

There would be no unemployed problem to solve if the road problem was solved.

The "Scotsman" tells the story that there is not to be seen in the hamlets, villages, and towns of Scotland a young man of warlike age.

HIGHWAY DEVELOPMENT IN CANADA

(Continued from page 92.)

Maritime Provinces.

The Province of New Brunswick under an Act of 1906 has brought in revised legislation respecting the performance of statute labor. Provincial Government expenditure under the Minister of Public Works in 1915 amounted to approximately \$180,000.

The Province of Nova Scotia has made steady progress in road legislation and expenditure. In 1908 a Provincial Commissioner of Highways was appointed, an officer under the Commission of Public Works. Control of highway expenditure was shown a tendency to centralization under the Provincial authorities with more satisfactory results.

The Province of Prince Edward Island is not divided into municipalities and all roads are maintained directly by the Provincial Department of Public Works.

From the foregoing it will be seen that legislation respecting highways has made very marked progress during the past decade. All Provinces of Canada have now Provincial highway organization which is a step of a most progressive kind. Expenditures have shown very marked increase, notably in British Columbia, Ontario and Quebec. The growth of public interest in the highway problem is very marked and a clearer understanding is being reached as to the needs of highway construction generally.

While much has been done, much more remains to be accomplished and the field is a very broad one.

In the Dominion of Canada there are about 250,000 miles of graded roads. Road-building is a slow process, and in most countries it has taken half a century at least to provide adequate surface construction. The immediate objective in Canada should be to substantially improve about 16 per cent of the total, or 40,000 miles, which would carry the more concentrated market or farm traffic; while about 2 per cent additional, or 5,000 miles should be treated on a trunk road basis. The total cost might be approximately estimated at \$250,000,000, of which about 50,000,000 has been spent.