

the stone will give, and once a wheel cuts through the stone to the mud beneath, nothing can repair the bed without first taking it up again. Gravel, in which the larger stones were broken, had given the best satisfaction.

Mr. J. F. Beam of Black Creek gave an interesting paper on the good roads movement.

In the evening Mr. Andrew Puttullo, M. P. P., Woodstock, the organizer and first president of the Good Roads Association, gave a stirring address. The fact that so many representatives of the people, had gathered together, he said, was in itself a most hopeful sign for the success of the movement. It showed that public attention had been considerably aroused when these legislators met to seek information on this subject. The work of Mr. Campbell was appreciated at home, and now his reports were read and appreciated in other provinces and several European countries. Good roads were cheaper at any cost than bad roads. The transportation problem was the greatest one in Canada, and our duty now was to pay attention to our rural highways. He knew of no service or direction in which the councils could do so much good as to take hold of the management of the leading roads in their respective counties and employ trained men to keep them in proper state of repairs. Their example would be followed by the township councils. The present legislature was favorable to road improvement, and he suggested that the cause could be assisted by the Government guaranteeing the bonds by which the counties borrowed money for the purpose, whereby the latter could get funds at probably a half lower rate of interest. Statute labor ought to be abolished; it was a relic of barbarism. He favored optional legislation by which municipalities could, if they wish, abolish the system. In conclusion Mr. Puttullo suggested that the convention adjourn instead of dissolving, and that its recommendations be sent to the municipalities to be discussed in the coming elections and also at January meetings of council, after which it would have a greater effect.

Mr. John A. Ramsden gave an instructive paper on "Reforestry." As result of the clearance of this country of the forest by the pioneers snow and dust were now free to fly over the roads rendering travelling disagreeable both winter and summer. The planting of trees both in rows and in blocks and belts would have a very beneficial effect in protecting the roads. Mr. Ramsden recommended that the attention of the Legislature be especially drawn to this matter.

#### SECOND DAY.

Hon. E. J. Davis, Commissioner of Crown Lands, who was present on the second day, delivered a brief address. After a reference to his early associations with the York County Council in the present building, he went on to say that they were there to discuss a question which was one of the most important matters in public affairs to-day. The question of transportation was one of the greatest of the age, and the farmer who could get the easiest and the cheapest from his barn door to the

markets would come out best in the competition of to-day. This was especially the case since the development of the butter and cheese industries, which occasioned so much travelling upon the highways. In the United States rural mail delivery was being experimented upon successfully, and if that is followed here the necessity of good roads will be even greater. Coming to the question of cost Mr. Davis said the expenditure of money was a matter that required very careful consideration. He ventured to say that the masses of the people would not readily approve of any scheme which would mean largely increased taxation upon them. He believed that the present expenditures could be put to a much better advantage than they were at present. In this connection, Mr. Davis recommended the scheme of Mr. Campbell to improve the present roads as a good one.

The proposal to take the control of the roads from the smaller municipalities was one which might arouse some opposition in the country. Mr. Davis urged very careful consideration of any request which might be made to the legislature, and concluded by saying that anything the Government could properly do in the interests of all the people of the Province to aid them in the work, they were prepared to do.

Mr. A. W. Campbell, the provincial

road instructor, dealt with the practical side of roadmaking, and told the delegates what could be done if they had the money for the purpose. He compared the roads of Hastings with the dreadful roads of York County, and went on to show that a large amount of money expended in roadmaking is absolutely wasted.

The afternoon was taken up in discussing the report of the committee on the resolution, which went through a great sifting process before being adopted. It inculcated the following principles when finally passed: (1) The assumption of main and leading highways by County Councils. (2) Provincial aid towards making and maintaining leading highways assumed by county councils in a leading road system. (3) Legislative supervision of electric railways, more especially with a view to enabling suburban railways to have access to markets or other destinations through cities or towns which have granted franchises to railroads.

These main principles will be enlarged by a committee appointed to prepare them for publication in pamphlet form. The Provincial Minister of Agriculture will be asked to bear the cost of printing, and the pamphlet is to be circulated among the municipal officers of the Province. This committee will consist of C. E. Lundy, York; M. Richardson, Flesherston; James Graham, Lindsay; D. H. Moyer, Lincoln; J. M. Buchsley, York; H. M. Gersoll; and the Secretary, Mr. Ramsden.



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