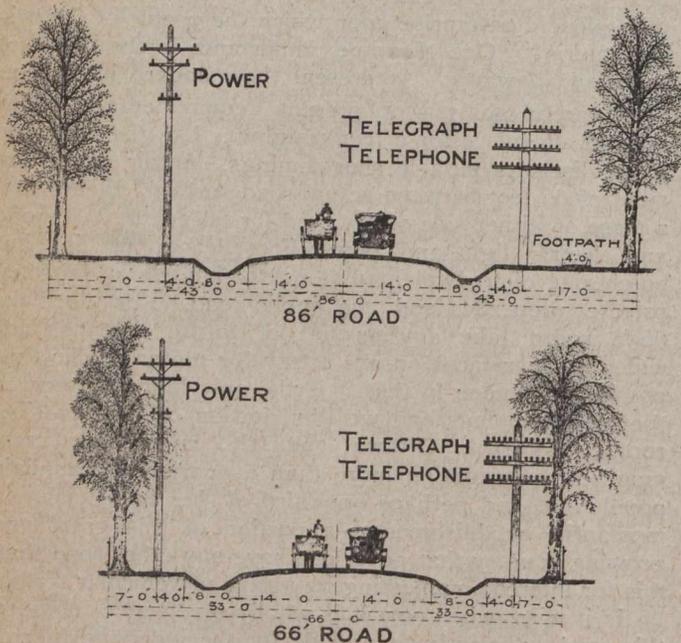


of this kind, fortunately, is yet to be determined. Already the principle is recognized in the Whitney Memorial Highway, running from Ottawa to Morrisburg, the native town of the distinguished statesman who best, and thus very fittingly, will be remembered as the man who made possible a road for electric current to be distributed all over Ontario under municipal ownership, and who, through his prescience and persistence, worked out the province-wide scheme since associated more with the name and fame of its successful protagonist, Sir Adam Beck. Adding ten feet to each side of a 66-foot road makes 86 feet, the width adopted for the Whitney Highway. My own idea is that, at least for the Kingston Road and its extension to Montreal, one hundred feet is better. That is the standard width adopted by the steam railways for a right-of-way. It means but seven feet more on each side, but will the more fully meet every need.

No name as yet has been proposed for this system of provincial highways. Why not one associated with



Sketch Showing Location of Trees and Pole Lines on Ontario Provincial Highways

the glory that has come to the sons of Ontario who sleep beneath the soil of France and Flanders? With triumphal arches at the Windsor, Niagara Falls and Montreal ends of the 500-mile trunk of the system, and at the entrance to the large cities, such a road system might well be made the finest memorial in the world. Is anything too good for those who have made the supreme sacrifice that civilization might not be destroyed?

Here is a suggestion for this purpose in devoting the provincial highways to the everlasting memory of those who have fallen fighting for us on the sainted soil of France:—

“ONTARIO GLORY ROADS, given, through their government, by the grateful people of that province, in honor of its sons, the Heroes of Canada, who freely gave man’s greatest gift, Life, that liberty, freedom and justice might not perish throughout the world.”

The New Westminster utilities’ estimates for 1918 include: Light department, \$37,246; water department, \$17,462; board of works, \$44,428.

## WHO SHOULD PAY FOR THE ROADS?\*

By Hugh Bertram

Member Toronto-Hamilton Highway Commission

**I**N trying to answer this question, one must first consider the service that roads in general give to the citizens of the country through which they pass.

Good schools and good roads are among a country’s first and greatest assets, and, just as we find in the former the foundation of the educational and business life of the country, so do we find in the latter the foundation of the transportation system, which on this continent has had such far-reaching civilizing influences and has been the means of great development in a short space of time.

I mention schools purposely, for the one is hand-maiden to the other, but until a common education became compulsory and free to one and all in a general way, we did not make the progress as a nation that we have since made, and not until toll roads were abolished did the people realize what it really meant to the general prosperity of the country to have roads free to be used by the rich and by the poor alike, with equal rights thereon. But the free use of roads by all who may or do use them, like freedom in many other things, as we know to our sorrow to-day, entails an expenditure that we must consider and be prepared to pay if we are to continue to enjoy them and receive the full benefit therefrom. It is here that the question thrusts itself before us, “Who should pay for the roads?” A simple answer would be the people, for they it is who in the end must pay. There are, however, various channels through which they can be reached without the expense being unduly burdensome on anyone.

First of all, I would mention the Federal Government which, in the past, has given such large sums of money toward developing the transportation system of our country as represented by railways, canals and waterways, but so little toward helping with the building of our roads, which after all is the real foundation on which the transportation system of our country must stand, and which has proven to be (next to man power) perhaps the most vital factor in the war. It may have been necessary in a country of such distances to have given the millions that have been given to the railways, but there is no reason why the roads should have come in for so little attention as has been given by the Federal Government. However, the time has now arrived when it becomes imperative to give some aid to the roads, the people’s roads, in order that they may be able to sustain the transportation superstructure that we are now called upon to carry; for three years of war has shown the limitations of railways and the great possibilities of road transportation.

Federal aid should be given with the view of helping in the construction and maintenance of some of the main roads between cities, towns and market centres, relieving the municipalities interested to an extent that would allow them to devote more attention to the ordinary roads. The same argument holds good regarding aid from the provincial government, for while admitting that they are already assisting, there still remains very much that they could do, which would not alone be a helpful benefit to the municipalities, but would act as an impetus for them to make greater efforts to lift the outlying roads to a higher standard.

It is here probably that we should mention the amount collected from the automobile licenses by the provincial

\*Address delivered May 8th, 1918, at Canadian Good Roads Congress.