

# EASTERN ONTARIO GOOD ROADS CONVENTION

## DETAILED REPORT OF PROCEEDINGS

### ARTICLE No. 6.

**Afternoon Session—Feb. 5th.**  
The afternoon session of the good roads convention commenced on Wednesday at two o'clock. The first business performed was the election of officers. The report of the nomination committee was adopted and the following were elected:

**Past president—William Findlay.**  
**President—Nelson D. Porter, Ottawa.**  
**Vice-presidents (re-elected)—**  
John Brennan, reeve of Arnprior; Dr. W. T. Smith, Hawkesbury; and W. F. Barker, warden of Leeds.  
**Secretary-treasurer—Ald. W. Y. Denison, Ottawa, re-elected.**  
**Directors—D. E. Johnson, Ottawa; D. A. McNaughton, Finch; T. H. Moffat, Pembroke; W. F. Bell, Britannia Bay; G. F. McKim, Smith's Falls; Adam Fetterley, mayor of Cornwall; and Charles Truscott, warden of Frontenac.**  
A resolution was passed expressing the gratitude and appreciation of the Eastern Ontario Good Roads Association for the great interest by the press, both daily and weekly, in giving up much space in the

newspapers for the purpose of educating the people to the needs of the province in the matter of good roads. Substantial support should be given to the newspapers by the association, and any further effort on behalf of the good roads programme will be greatly appreciated by the association.

**Address by A. W. Campbell, Dominion Highways Commissioner.**  
A. W. Campbell, Dominion Highways Commissioner, was then called upon to address the convention. He said he was glad to have an opportunity to say something about good roads. Twenty-eight years ago there was considerable opposition to the movement. He remembered one meeting which he addressed then, when the audience refused to listen to him, partly because of his youthful appearance, and partly because of apathy to the subject. He had listened with great interest on Tuesday evening, to the remarks of the minister of railways and canals regarding the large sum of money to be provided for the building of good roads, and the methods to be adopted in spend-

ing this money. It showed that the government was alive to its responsibilities in this matter.

Regarding the maintenance of roads, conditions have changed very considerably in recent years. Formerly all the work was done by municipalities, and the counties had no jurisdiction in the matter of roads. The increase in traffic made it necessary to broaden the policy, and to bring it under the county councils. Further changes have brought the question of good roads to the status of a dominion and provincial one. The Ontario government has taken over the highway from Windsor to Montreal, so far as it lies in this province, a road of some five hundred miles in length, and the road from Prescott to Ottawa, over sixty miles long. It is plain to be seen that they have come to the conclusion that the road-making problem is a serious one, and that it is a real public work of great importance. To carry it out capably and efficiently it is necessary to plan for the future requirements of the province.

To build one mile of first class road is an expensive project, and, in proportion, to build one hundred miles is a big undertaking; while to construct six hundred miles requires an immense amount of money, material and labor. Probably the work in each province will be done along the same lines. Each province has a department of public highways to do the planning of the construction work, to prepare specifications, and to arrange for the expenditure of the money at its disposal. Possibly in the future there will be greater co-operation between the federal and provincial governments than at present. Immense sums of money will have to be spent, and a large amount of labor utilized in Ontario. There are sixty thousand miles of roads to build in the province, and it will be readily understood how big a task that is going to be. Careful plans will have to be made for the improvement of every road. It is not difficult to build expensive roads, nor, in fact, to build any roads, provided the necessary money is available. The difficult problem has been to build good roads with limited finances and limited labor resources.

In planning the road system for Ontario, it is necessary to plan, not only for leading roads, but also for secondary roads, and those of a lower class. The main roads will connect the large cities and will spread in a network through the centres of great industries. Better and wider roads will be needed for this than for any other purpose. In planning the construction of leading roads the cost must not be underestimated. It has taken hundreds of millions to build our railways and waterways, and that is not surprising. The importance of leading roads demands greater consideration at present than either railways or waterways. Railways are modern means of transportation, but roads have centuries of history. Great nations, with first-class roads have prospered without railways. The Roman Empire was built up because of its magnificent system of roads. A study of highways shows that all trade and commerce have to pass over the common roads first before reaching the rail-

ways and waterways. The wagon road is one of the chief arteries of transportation of produce. Canada realizes this, and therefore we are broadening our ideas and expenditures.

There are in Ontario many old roads which were once the leading arteries of commerce. They are well made, having been built generations ago under military supervision. These were splendid roads, well drained and graded. For years they have received applications of stone and gravel, and today they are firm, solid and deep in foundation. These are roads that can be put in first class condition without a great outlay, and will give an ideal construction of a finished character at a small cost. These roads naturally fall into the category of provincial roads, and can be marked on the maps of the province and the Dominion.

In Ontario there are 250,000 miles of roads. Of these sixty per cent. are of the cheaper class, affording outlets to scattered communities. Over these roads passes eighty per cent. of all the road traffic of Ontario. Only 10,000 miles of these roads are of first class calibre, and it is time that a start was made to have that amount increased to 100,000 miles. But the whole province cannot be covered at once. The work must be done by degrees, and the roads built to meet provincial highways. While this must be done, millions of money cannot be spent without plans and specifications. Money and labour must be used where it is to the best advantage only after careful study with a view to making permanent roads of the proper construction. The engineers must specify the exact type of roads to be built, and it is the work of the Eastern Ontario Good Roads Association to classify these roads.

With the help of the appropriations of the Dominion Government to assist in bearing the great cost of leading roads, it will be possible to build more fully and more quickly than would otherwise have been possible. The proposition of good roads must be looked upon as a serious one. Men of experience must organize to get the best results. One apparent difficulty is where to get these men. Thousands of Canadians have for the past four years been engaged in road-building in France. They are thoroughly equipped by experience, and on their return they will be interested in the development of roads in Canada, and will be required in a trained capacity. No occupation could be more suitable for these experts, who will want to follow up this calling. By hearty co-operation in employing them to build the roads of Canada valuable results will be obtained.

To undertake the building of thousands of miles of leading roads, large sums of money will be needed, and the building of these roads must be done in a business-like manner. Foundations must be prepared and large stretches of road surfaced at a time, by men with the necessary equipment. The co-operation of the department of railways and canals is assured, and that guarantees the success of the movement. It is desirable that the department should assist the provinces in their work so that high class roads may be secured. Large cities want better roads than they did a few years ago, and, as in the case of Ottawa, it is good business to improve them. Mr. Campbell then spoke of the progress of road and street building in Ottawa.

Where good roads are built, the farms on these roads are in demand and increase in value. The population increases in their vicinity, and that makes for progress. Fifty-five per cent. of Canada's population is rural. On that population has fallen the burden of road-building in the past, because it has been argued that they need good roads to bring their produce to the city markets and to take back their own purchases. But the city people benefit to the same extent by good roads and should join with the farmers in securing market roads to the cities. A plan of co-operation, by which all the people work unitedly along well-defined lines, will give the best results.

In road building an accurate system of cost accounting is absolutely essential and necessary. Only by keeping such a system can accurate estimates of road-building be made, and it is furthermore a splendid check upon the expenditures. The work should be started at large centres, and should work outwards by using the men and materials available. Most important of all, roads should be built in conformity with future requirements. Only materials of the very first class should be used. The foundation is the only part of the road that is really permanent, and the surface coating merely serves to shed water and protect the foundation. Drainage is the most important essential. By laying good foundations, and putting on a satisfactory surface coating, a system of roads will be rapidly established that will give complete satisfaction. Maintenance is as important as construction. When a road is properly constructed, however, maintenance is reduced to a minimum and can be done very easily. If proper methods are used the life of a road will be indefinite. The time has come when the good roads movement is producing great results, and men are learning that for the benefit of their province and the community in which they live good roads are absolutely essential.

(To be continued.)

**Sprint Saved Him.**  
General Sir Horace Smith-Dorrien has been appointed Governor of Gibraltar. An interesting story is told of one of his most prized trophies. He was attacked during the scene of the battle of Rorunda by a party of Zulus, and his horse bolted. But for his having been a prize sprinter at school he would probably never have lived to take the Gibraltar command. He ran the whole way back to camp with the Zulus in close pursuit, reaching it with the soles practically hanging from his boots. He would never part with the remains of those boots, however, and I believe has them stuffed.

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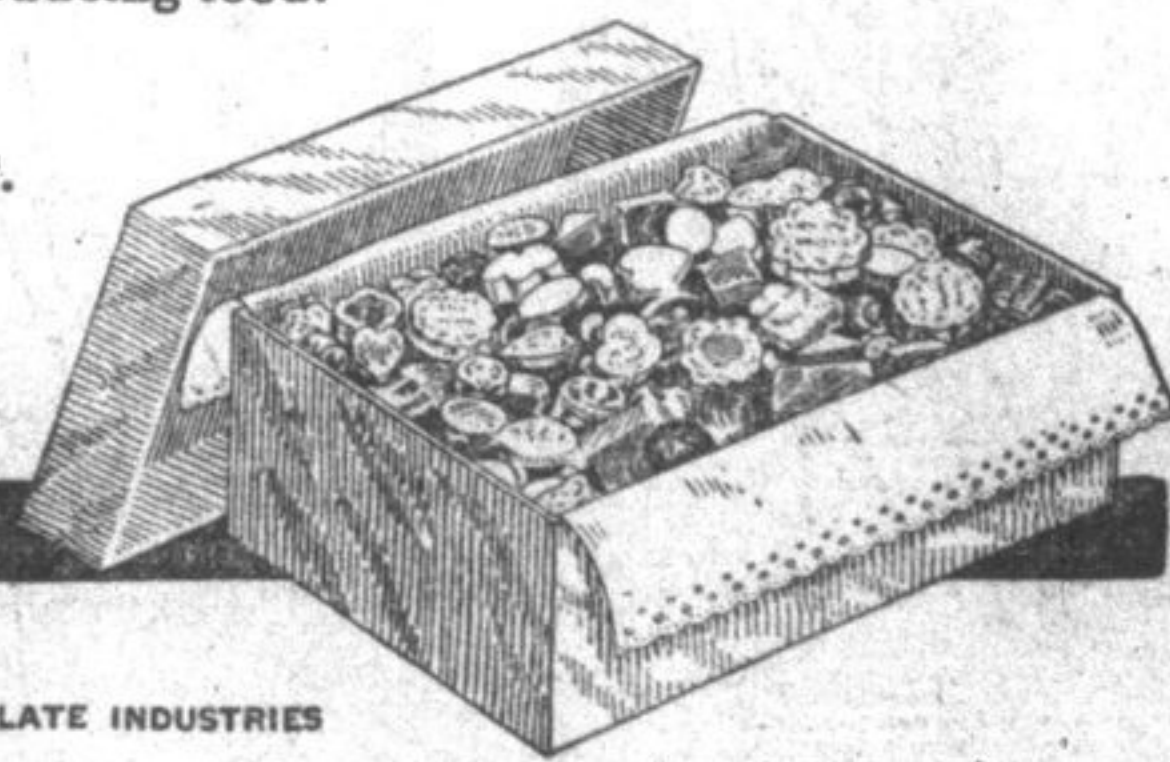
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The silent man may be a mine of wisdom, but a talkative fool sometimes explodes the mines. The individual who talks about himself invites complaints more often than envy. An irrevocable writer says that Satan's fall was probably due to his having slipped on a peel of thunder.