



We Welcome Practical Progressive Ideals

# FARM AND DAIRY & RURAL HOME

The Recognized Exponent of Dairying in Canada



Trade increases the wealth and glory of a country; but its real strength and stamina are to be looked for among the cultivators of the land.—Lord Chatham

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No. 1

## Where We Are At On The Good Roads Question

THE most systematic construction of roads in the Province has for some years been carried out by County Councils, this work being subsidized by the Province. Between 250 and 300 miles of stone and gravel road are constructed annually under this organization.

County roads are aided to the extent of 40 per cent. for construction and 20 per cent. for maintenance. All County Councils are authorized under the Highway Improvement Act to assume and control a system of leading roads within the county. Out of thirty-seven counties in the Province twenty-three have adopted such systems; and fourteen have not yet taken the step. A number have the matter under active consideration. County road systems have been established in the following counties: Wentworth, Lanark, Simcoe, Wellington, Lincoln, Oxford, Hastings, Peel, Middlesex, Lennox and Addington, Prince Edward, Halton, Perth, Frontenac, Waterloo, Carleton, Leeds and Grenville, York, Haldimand, Welland, Essex, Prescott and Russell, and Dundas, Stormont and Glengarry. Councils of counties not in this list should be encouraged by all interested ratepayers to carefully consider the merits of the system, which are exceedingly favorable to municipalities. Since the passing of the Act, and to the end of the year 1915, a total of \$6,745,979.32 has been spent on county road construction, of which the Province has paid \$2,248,659.65.

It should be made clear that the provincial subsidy is 40 per cent. of the total expenditures; not a percentage of the county contribution; thus:

The county raises ..... \$60.00  
The Province contributes .... \$40.00

The county spends ..... \$100.00

The Province also contributes 20 per cent. of the total cost of maintenance, estimated on a similar basis.

### Advantages of County Road Organization.

County control of main market roads is sound in principle, was recommended by the report of the Highway Commission, and is retained under the revised Highway Improvement Act of Ontario. Wherever systems of good roads have been created—in England, France, or in the United States—it is found necessary to classify the roads and place the several classes under separate authorities for construction and maintenance. It is not practicable for township organization alone to build and control all roads. With little exception, the only substantial progress in road construction to-day is being made under county road systems. Where roads are wholly under township control, the experience is general that the more heavily travelled of them are growing worse rather than better.

County road management, it is true, is not always above criticism; but no governmental organization can be perfect and without defects. As a rule, some experience is needed to show that organization is required, why it is needed and what

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It should accomplish. Changing conditions develop new requirements. The county road system, however, offers opportunity for a good and effective organization, and should be moulded and developed with a progressive spirit.

There are various reasons why it is advisable to establish systems of county roads, some of the advantages being summarized as follows:

(1) It sets aside a limited mileage of roads for

immediate improvement. There must be a starting point; all the roads of the Province cannot be built at once. A limited plan of roads is determined for special effort, and such as can be completed in a definite period, say, ten years.

(2) Expenditure can be concentrated on substantial construction. If roads are all under one body, such as a township council, the mileage is too great to cover in a definite period, so the expenditure is scattered over all roads in small amounts, and little or nothing of a permanent kind is accomplished.

(3) When the township council controls all the roads and has built one main road in the township, residents in other parts of the township say to their council: "Don't spend another dollar on the good road until the road past my farm is equally good." The result is, that under township control, influences are such that roads when built cannot be properly maintained, and the original investment, through neglect, is lost. County road systems being limited, and provision being made for the construction of all, there is much more tendency to provide proper maintenance.

(4) Roads can be built to suit the traffic over them. Roads forming a county system should be so selected as to location that they will serve all parts of the county. They thus become the trunk roads of the locality in reaching local markets and shipping points, and can be adequately built to serve effectively the greater traffic on a uniform plan.

(5) Continuous routes are provided for the heaviest traffic of the locality. Under township usually with a view to improving the worst places first—but neglecting the needs of traffic. To provide adequately for traffic means the greatest benefit to the greatest number.

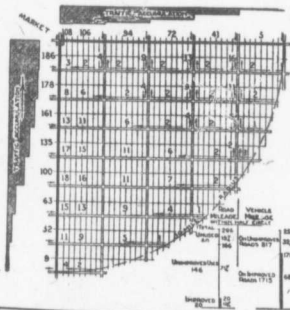
(6) Township councils are relieved from the cost of maintaining roads of heavy traffic, and can consequently spread their expenditure more effectively over the greater mileage of roads carrying light traffic.

(7) Adequate outfits of road machinery can be provided such as townships, working separately, could not supply.

(8) A better class of supervision and workmanship can be had, growing out of continuous employment and experience.

(9) Just as superior construction can be had under county control, so can better maintenance be provided, and largely for the same reasons.

(10) In a general sense, the construction of substantial roads is too big a task for many township councils to organize and finance. Township councils are too close to the ratepayers; are too subject to personal influence and the consideration of votes. County councils are not wholly immune (nor is it desirable that they should be), but they are a step further from influences such



### How Traffic Accumulates

This chart was prepared by the Ontario Department of Highways to illustrate the accumulation of traffic on roads approaching a market centre. The arrows show the direction of traffic on each road. The traffic actually shown in the shaded section, the mile-show diagrams in the lower right-hand corner, show the relation between the mileage of improvement and the traffic carried. While traffic considered includes that reaching the improved roads from the territory served—the half-circle. Two roads only are improved—centre—the concession line east and west and the side road north and south.

The figures on the chart show the number of vehicles passing over the adjacent section of average of any one vehicle a day. The maximum on any of the unimproved side or concession lines is 18 vehicles; while the improved roads immediately at the market centre serve roads as great as 186 vehicles a day. Since these radiating immediately from the market, it becomes apparent that those radiating from the basis of a system of county roads, it shows also why roads near and within towns and villages have the reputation of being the worst roads.

Referring to the mileage diagram in the lower right-hand corner, it will be seen that there are 206 miles of roads in the semi-circle. Those improved are 20 miles in length, or less than 10 per cent. of the total. Yet of the total over the improved roads, 68 per cent. passes over the improved roads, and 19 per cent. of the roads are not used at all.

(Continued on page 10.)