

In the majority of townships there are some good pathmasters who are doing good work, but the statute labor system in order to work satisfactorily and successfully, as a whole, requires as much or more attention than any other department of municipal affairs, generally, however, receiving less. The statute labor system should be reduced to a business basis; it must have organization and system, without which no enterprise, public or private, can be carried on with success. Road improvement should be carried on under the supervision of the council, or of a man or men appointed by them to do this work for them; the work done should be according to some uniform plan, having in view the improvement of all roads in the municipality; the number of pathmasters should be reduced to a degree that will permit each to have a sufficient amount of labor and money at his disposal to do permanent work; each pathmaster should see that sufficient men, properly provided with tools and implements, turn out when required, and not more or less than this number at any one time; pathmasters should be men who are respected, who will create enthusiasm in the work, men whose orders will be obeyed; they should be kept in office so that their experience, increasing knowledge and methods may be of advantage to the township, and the post of the pathmaster should be the most desirable within the gift of the municipality; any plan adopted should include the work of succeeding years as frequent change of plans will result in scattered, disconnected efforts; interest in road work must be stimulated so that every man, in doing his day's work, will make it equal to the dollar for which he might commute it. There must be progress, enthusiasm, union and system.

Very rarely is money appropriated and applied to road improvement under an economical system. Ditches are dug without providing outlets; gravel is applied without forming the roadbed; roads are gravelled without having been drained, then draining is undertaken and the gravel covered with the excavated earth, when the gravelling must be repeated; there is no discrimination between good gravel and material composed chiefly of sand; temporary sluiceways are built; work is done without proper machinery and the principles of roadmaking are ignored. As with the labor, there should be greater concentration of funds and careful supervision, while work meriting expenditure should be performed in a permanent and durable manner. It is to be carefully borne in mind that the purpose of this bulletin is not to suggest or to encourage an increased expenditure of money upon roads but to advise a more economical and satisfactory expenditure of the regular grants of councils; and in regard to statute labor, it is not proposed to increase the work or to bring in extra or outside workers but to advise a more profitable and permanent and satisfactory distribution and application of the labor now available for road improvement.

A number of townships have a by-law whereby any amount of money or labor voluntarily subscribed by the people of any section for the improving of roads is supplemented by an equal grant from the township funds. This is in a measure the Local Improvement By-law applied to rural districts. Its operation is notably successful in the township of Ekfrid, Middlesex County, and it is most interesting in so far as it shows what the people will and can do when the value of good roads has been practically demonstrated, when the result of road expenditure and labor is seen and felt, when progress is being made with sufficient rapidity to give encouragement and create enthusiasm. A healthy rivalry has been created under this simple and effectual mode of road construction and at the present rate of improving the roads of that municipality every highway in the township will be nicely gravelled in a very few years. Not only is the construction of roads taken into consideration in this township,