

main object is to concentrate as far as possible the expenditure in doing work of such a nature as will provide for a substantial improvement along a regular plan, this work to be extended from year to year until the whole is complete. Roads generally will command some attention and a certain amount will necessarily have to be expended to keep them safe and in a reasonable state for travel. Culverts and bridges must be rebuilt and repaired as required.

Therefore it must be apparent to all reasonable citizens that, with the limited amount of expenditure at the disposal of the council, composed of the statute labor fund at 50 cents per day and the usual appropriation from the general funds, no very striking transformation in the condition of the roads can be expected the first year.

If the by-law provided for the raising and expenditure of a large special amount of money for road purposes, the council could, by letting contracts and engaging large forces of men, make a rapid showing, but even then, with the long road mileage of the township, a general improvement could not, in a short time, be effected. Much time is unavoidably absorbed in introducing new methods, the season for doing this work is short, and at the best the new system cannot be more than properly introduced the first year.

The by-law does not provide for creating any special fund for this work, but simply for changing the nature of the present tax which, in the minds of many, reduces rather than increases the amount of road expenditure. So that in passing upon the new system, if a comparison must be made, the work of last year should be contrasted with that of next; the work of one year under the old with that of one year under the new system. But above all this, a little judgment must be used, and not so much the amount of road treated as the character of the work should influence opinion, as one of the chief objects of the change is to secure a more substantial class of work.

In this as in all other work of the kind, proper organization is necessary and even at best some little time is required to complete the plans, but in townships where means are restricted, where the outlay is not sufficient to justify salaried officials with experience to carry out the work, but where on the other hand, untrained and inexperienced men must be chosen, what is more natural than that errors will be committed and the best and cheapest results not always obtained. This has been the experience of every municipal council that has made the change, but after a fair trial and a perfecting of the plans, the expected is realized and the only complaint is that the change had not been made years before.

It too often is made to appear that the council are aggressors in making a change and that criticism and opposition rather than sympathy and friendly support should be offered. Any system of roadmaking

suggested to take the place of methods that have held for years is usually treated as a stranger in a strange land and must be able to produce the strongest possible testimonials as to character and ability before receiving even the commonest courtesy and treatment. If these cannot be furnished, then sheer merit and persistent ability alone will in time secure confidence and respect.

It does not require much genius or study to convince us that the statute labor system is not adapted to present requirements, in fact this opinion is shared by all progressive farmers. The new system proposed does not impose extra tax or responsibility, and if after a fair trial it proves no better, a return to the old system can be made by the same way as it was left; but the spirit of the age would suggest that we do not retreat, but that we amend and improve the new until the ideal is reached.

It is to be hoped, wherever the change is made by a majority vote of the people, that all will unite with the council in giving it friendly support until fairly tested before it is condemned.

Reform in Ameliasburg.

The people of the township of Ameliasburg are thoroughly aroused to the importance of changed methods in the procuring of good roads. During the past couple of years a campaign of education has been carried on by the council with the result that last year a complete outfit of road-making machinery was purchased and a commencement made.

In many municipalities where, when any change is made by the council with a view to improved methods, the reward of the people is an enforced retirement to private life. In this township, however, the ratepayers, realizing that the council were taking up this important matter in a business-like and progressive way, had taken the people into their confidence, the treatment was entirely different, the reeve and all members of the council being re-elected by acclamation at the last nomination. The reason for this seems plain. The council was convinced that the change of methods was not only necessary to the building of good roads; but that by such methods a great economy in the present expenditure would result, and the work be handled in a much more satisfactory manner. They took the ratepayers into their confidence, called them together in public meetings, clearly pointed out the defects and unsuitableness of the present system and explained clearly what could be substituted therefor with the result that before any move was made the people and council were practically agreed upon the change.

The township is exceedingly fortunate in having as its energetic reeve, W. E. Anderson, who believes in employing the same business methods in municipal affairs as he does in his own successful business. To him the credit is due, and the policy of educating the people before moving is

a striking evidence of the wisdom of councils collecting the people together for the purpose of discussing any movement which should be launched in their interest. It will not be long until the people of Ameliasburg see, in the condition of their roads, the wisdom of this investment, and, following the example of other advanced townships will complete the reform by abolishing statute labor.

Indeed reports of the first session of the council shows that statute labor of one division has already been commuted for this year, and this is doubtless but the first step in the right direction.

The Sewerage System.

A system for the removal of sewage is demanded by a populous community on two grounds: the higher one, of the public health, and the more popular one, of convenience; and in designing a system each of these purposes must be kept constantly in mind, the first being ever given pre-dominance over the second if they conflict in any way. The proper meeting of these demands, determines the principles of designing.

There are two imperative essentials to sanitary sewerage:

1. That the sewerage, and all the sewage, be removed without any delay to a point where it may be properly disposed of.
2. That it be so disposed of as to lose permanently its power for evil.

Convenience requires that the sewage be collected and disposed of with the least trouble to the householder and in the least obtrusive and offensive way.

In taking up the study of sewerage for any particular place or community the first question arising is the general system to be adopted. In many cases financial limitations will be forced upon the engineer as an unfortunate but imperative argument in the choice not only of the details of the system but even of the system itself. He must perforce recognize these limitations in addition to the requirements of sanitation and convenience but should not carelessly assume that since there is but little money to spend upon the work the care given to the design will need to be only proportionately great. He should realize that the highest talent is needed to obtain the best results with limited resources.

The solution of the difficulty when a complete water carriage system is rendered out of the question by reason of its cost, may lie in the construction of only the most necessary portion of the system, or in the adoption of the dry-sewerage system.

Andrew Henry, who held the position of clerk of Mono for nearly half a century, resigned at the meeting of the council, on the 15th of December last. Mr. George H. Harshaw, Orangeville was appointed to fill the vacancy thus created.