

County Control of Main Roads.

The following is an extract from a report submitted by the Transportation Committee at the regular June meeting of the Orillia Board of Trade, which was laid over for further consideration at the meeting of the Board:

"Your committee have considered the suggestion made by Mr. D. C. Anderson at the April meeting of the board, regarding the control of main roads by the county council. Your committee is of the opinion that the change suggested by Mr. Anderson would be an improvement. By main roads your committee understand thoroughfares running between the principal centres of population. They find that the county of Simcoe and the municipalities of which it is comprised, spend about \$50,000 a year on roads, streets and bridges, in addition to the statute labor performed. They consider that the present condition of the roads and bridges does not represent adequate returns for this large expenditure, and believe that by concentrating the expenditure, and by building the roads under competent supervision, and by the most improved machinery, better result would be obtained without materially adding to the taxes. A sum of not less than \$20,000 a year might be placed at the disposal of the county council for roads and bridges, made up for instance as follows: The \$6,000 now raised and expended in dribbles by the county council, \$10,000 additional representing a rate of half a mill on the dollar, which might in such municipalities, as desired to do so, be withdrawn from the present expenditures, and say \$5,000 from the Ontario government. Simcoe's share of the amount that the province is to spend on roads, which we might reasonably expect to get in a lump sum if this is adopted. Your committee are strongly of the opinion that in applying the money it would be better, after doing necessary repairs, to spend whatever remains for the completion of one road each year, rather than to fritter it away in small grants to various roads. The different sections of the county might be made benefit by turn to avoid jealousy. Thus the road from Barrie to Collingwood might be built one year, that from Orillia to Barrie another, that from Orillia to Midland another, and from Penetanguishene to Elmvale, and from Barrie to Bradford by turn, until the county became thoroughly honeycombed with first-class roads between all the main centres of population and the principal markets. A certain proportion of the sum at the disposal of the county would, of course, have to be devoted to the maintenance of these roads but whatever remained over should be spent in bulk on one piece of road. The taking over of the main roads by the county should result in the improvement of the feeders also, since the township municipalities would be able to devote their whole attention to them. In submitting this

rough outline, based upon such information as is readily available, your committee do not ask that the board bind itself to the details. They merely ask that the principle of county control of the main roads should be affirmed. With a view to securing concerted action, your committee would recommend that the secretary communicate with the Barrie, Collingwood and Midland Boards of Trade, and with the municipal councils within the bounds of the County of Simcoe, asking for an expression of opinion, suggesting that they appoint representatives to a conference to be held in Barrie at the time of the fall meeting of the county council for the purpose of drafting a detailed scheme embodying the principle of county control of main roads, to be laid before the county council with a request that it be submitted to a plebiscite at the election in January. Your committee are firmly convinced that better roads would conduce materially to the development and increased prosperity of the county, and believe also that in taking this step, the board will be moving in the right direction."

Constant Attention Needed.

In their private affairs councillors are usually economical as to the care of their own property, and it should be the case with respect to the property, the roads and bridges, placed in their charge by the electors. There is necessity, however, for closely discriminating between false and true economy. It is false economy to refuse to spend \$10 to save property worth \$50; but it is wise and true economy to spend \$10 to save \$50. The councillor who on all possible occasions opposes expenditure, believing that he is thereby deserving the approbation of his constituents as an economical representative, is exceedingly short-sighted indeed. There is one crying necessity for our road systems throughout the townships, if true economy is to be attained. That is a plan of regular and immediate repair of all defects appearing in the roads. Railway companies practice, in every branch of their work, the strictest economy. They find it economy to employ section men to constantly pass over their roads, making repairs, and making improvements as fast as possible. There is in this the secret of a proper system of managing our township roads.

It must not be inferred that section gangs as found on railways are recommended for the common roads. But it is strongly urged that country roads do need regular and constant attention. In place of a number of men employed on a short section, as we find with the railways, one man could be appointed to take charge of a much larger section. His work would be to pass over the road as often as necessary with a rake, levelling the ruts, and filling them with the coarse stones which are being rolled to the outer edges of the road where they will not be

merely useless but an injury to the road. He shall see that the outlet of drains are kept from obstruction. He should see that the drains themselves are kept clean and a regular fall maintained. He should make small repairs to culverts and bridges as soon as needed. He should see that the road is kept well rounded up, the metal constantly raked into place, and a load of fresh gravel or stone applied wherever it would be of benefit.

In this way, and in this way only, can the most be made of such grading, metalting, and draining as is done to the road, saving it, keeping it in such condition that each year's application of money and labor will be a distinct gain. Roads maintained in this way will always be smooth and hard, rendering the best service of which they are capable. Were townships to adopt such a plan, they would quickly find that the truest economy would be the result. Men trained by experience in the work of roadmaking, would not be one of the least gains which the ratepayers would make.

A Small Waterworks Plant.

The village of Beeton is one of the smallest municipalities in Ontario possessing a public waterworks system. The source of supply is a spring creek with an average flow of about 60 gallons per minute, and situated at a distance of a little more than a mile from the village.

At this point on the creek, a coffer-dam has been placed, from which water is led in pipes to a reservoir about half a mile nearer the town. The source of supply is situated at an elevation of about 163 feet above the village, so that the flow is obtained entirely by gravitation, and no pumping machinery is required.

The reservoir has its sides and bottom faced with flat stones, grouted with cement. The upper outside area is 50 feet by 96 feet, the water standing at a depth of twelve and one half feet.

The supply from the creek to the reservoir is through 500 feet of 6 inch pipe, and 2000 feet of 4 inch pipe. From the reservoir the water is led to the village through 100 feet of 12 inch pipe, 600 feet of 10 inch pipe and 3000 feet of 8 inch. Throughout the village the supply mains are of the usual 6 inch and 4 inch pipes.

The trenches in which the pipes were laid have an average depth of five feet, the soil being a sandy clay, easily handled, seventeen men making an average run of 500 feet per day on 6 inch main, including re-filling.

For a village of about 800 population the installation of such a system of water supply is certainly very meritorious. The quality of water is found to be excellent, and filtration is unnecessary. The cost was \$14,500 approximately, and the system has now been in use seven years.

The village of Lakefield has passed a by-law aiding a cement works to the extent of \$10,000 and exempting them from taxation.