

The Waterdown Review

VOL. 1.

WATERDOWN, ONTARIO, THURSDAY, FEBRUARY 6, 1919

NO. 39.

SPECIALS FOR SATURDAY

**Electric Light Bulbs
25 and 40 watt
35c or 3 for \$1**

**Dr. Hess's Stock Food
65c package for 55c**

\$1.50 Mitts and Gloves \$1.25

**Gallagher's Hardware
Waterdown**

CUMMINS' WEEK END SPECIALS

Friday and Saturday, Feb. 7 and 8

35c Castoria	-	-	28c
\$1.50 Scott's Emulsion	-	-	\$1.19
75c Scott's Emulsion	-	-	62c
25c Electric Oil	-	-	19c
50c Gin Pills	-	-	38c
40c Dodd's Pills	-	-	33c
40c Pink Pills	-	-	33c
\$1.00 Cod Liver Oil Preparation	-	-	67c
\$1.00 Nuxated Iron	-	-	89c
35c Freezone	-	-	28c
50c Chase's Nerve Food	-	-	38c
60c Chase's Ointment	-	-	43c
25c Chase's Kidney and Liver Pills	-	-	19c
25c Baby's Own Tablets	-	-	19c
\$1.35 Fellow's Syrup	-	-	\$1.19
50c Fruitatives	-	-	32c

Roads and Who Pays for Them

By Chas. M. Flatt

We have seen how roads have gradually been improved to carry the accumulated traffic resulting from the increased population and the more wide-spread ownership of motor cars. That these improvements have not been adequate up to the present time is a fact that everyone knows who has had occasion to do even a limited amount of travelling over our roads. Of course, the main reason for this has been the lack of money to construct and maintain the proper type of roads suitable to various degrees of traffic.

It is interesting as well as instructive to examine the systems by which the cost of road building are met. We have five different grades of road, the separation depending on the traffic they carry. We will take them in turn and examine their type and cost.

Township roads form the first class. They are those roads carrying the ordinary farm traffic from the farms to main roads. In the earlier history of the province the construction and maintenance of these roads depended largely on statute labor. As a result, little construction work of a permanent nature was done, as the average man performed the minimum of labor per day. When the traffic increased and called for a better road, the Township Council found it necessary to raise additional money for construction. The first step in this direction was taken when Township Councils were given the authority to abolish statute labor and raise the necessary money by direct taxation, or to commute statute labor to its money value. This authority has been used in most cases and the money raised by general levy on the township assessment has been gradually increasing until at the present time townships spend annually over \$1,400,000 in cash and 1,100,000 days of statute labor in road construction and maintenance.

County roads comprise the second class. These are roads which will accommodate the greater part of local market travel, as well as that leading to shipping points. The idea is to link these main roads into a system allowing of easy supervision and facility in construction and maintenance. These roads are built to a standard type laid down by the Department of Public Highways, which is, roughly, a width of from 24 to 28 feet between ditches, with a stone or gravel centre from 9 to 18 feet in width and well consolidated by rolling. These roads are paid for jointly by Province and County, the Province contributing 40 per cent. of the expenditure for construction and 20 per cent. of the cost for maintenance, the County paying the balance in each case. The County Council may finance their share of the cost either by issuing debentures or by sums raised each year out of the County rate. The main advantages in view in adopting this system of County roads were that roads of high standard could be built better under County supervision, with the use of better machinery and that being connected into a system the cost could be more easily apportioned than if the townships each constructed their share alone.

The Suburban Roads comprise those for a certain radius around cities. The fact that large centres derive as much benefit from roads leading to them as the rural districts surrounding them do has at last been recognized and the cities are now called upon to pay a share of the cost. The distance these Suburban Roads extend is judged largely by the traffic that accumulates on them as they converge toward the city. The Province pays 40 per cent. for construction work and 20 per cent. for maintenance and the balance in each case is paid in equal shares by the county and city.

Provincial County Roads are certain county roads which carry some

through traffic, but which can be maintained efficiently under county supervision. They link up county roads to the provincial highways, while being under county control they receive a provincial subsidy of 60 per cent. for both construction and maintenance.

The Provincial Highways are the highest type of roads in Ontario and are interprovincial and in some cases international. Because they carry through traffic they are built under provincial supervision. Adjacent to cities the province pays 40 per cent. of the cost, the balance being divided equally between city and municipality. Outside the suburban section the province assumes the proportion levied on the city, thus paying 70 per cent., while the municipality pays 30 per cent. In the case of bridges the municipality pays 60 per cent. of the cost and the province the balance. The cost of surveys, purchasing of machinery and equipment and general overhead expense is borne by the province entirely.

So from this classification it will be seen that we may expect in the future a system of good roads suited to the traffic which they must carry, and which will be paid for proportionately by those who benefit by them. Of course, the question of apportioning the cost cannot be worked out perfectly, as traffic varies in different sections and at different seasons, and because of the fact that a man's business determines the value of a road to him; but taken altogether, the system is good and with time and the co-operation of every ratepayer will be established on a permanent basis. We have the satisfaction at least of knowing that what we have is paid for as we get it. The fact that New York State has a bonded debt of \$75,000,000 for road construction should cause us to stop and think when we object to paying our present comparatively low taxes for road building, when we consider that after all Ontario is noted throughout North America as having the best roads of any State and the best system of paying for their construction and maintenance.

Niagara Falls, N.Y.

January 29th, 1919.

Editor, "The Review,"

Waterdown, Ontario.

"I heartily agree with the opinion of Mr. McNeil regarding Waterdown's possibilities, as expressed in his letter which appeared in the Waterdown Review. If the village could see fit to install sewage and lighting systems these features would soon attract so many persons to Waterdown that the additional taxes would soon be taken care of by these newcomers. With sewage and lighting systems and more frequent train service, and possibly later a radial line to the city, Waterdown could soon be made a prosperous suburb of overcrowded Hamilton, and its residents would enjoy all the advantages of city life, with none of the disadvantages. It is to be hoped that the Council will give serious consideration to the possibilities and natural advantages of your beautiful village.

OBSERVER.

THE "THRIFT MAGAZINE" MAKES ITS APPEARANCE

The first number of the Thrift Magazine, published under the direction of the National War Savings Committee, has made its appearance. It is edited by Mr. W. J. Dunlop, B.A., director of the schools section of the W.S.E. organization, who is also editor of The School. The especial purpose of this publication is to further the War Savings and Thrift Stamps movement among the schools of the Dominion. Ten numbers are to be published by June, the intention being to bring them out at fortnightly intervals. The Thrift Magazine is supplied free to every teacher in Canada and may be had on application to the office of publication, 371 Bloor Street West, Toronto. Pupils, school inspectors, public libraries and persons generally interested in thrift education may also receive the magazine by applying to this address.

Waterdown Cemetery

A Bit of History and Items of Interest to the Public

To the lot owners of Waterdown Cemetery, together with some rules regarding its management that are worth knowing.

Waterdown, Ontario.

To the Lot Owners:

Forty-two years ago Waterdown Cemetery was placed in charge of a Board of Managers, and in looking back over this period there are some facts that may be of interest to you.

For the time previous to the appointment of the Board we have no record.

March 27th, 1877.

A meeting of the stockholders of the Waterdown Cemetery Company met in the Town Hall, when they elected the following persons directors, agreeable to the statute in such cases made and founded, namely, Thomas Stock, John Stock, Jas. K. Griffin, L. A. Cummer, John Forbes, John Allen, Peter Creen, John Graham, Chas. Sealey.

November 19th, 1877.

The Directors met at the Town Hall. All present and found duly qualified according to law. When Thomas Stock, Esq., was chosen president; Jas. K. Griffin, secretary; Chas. Sealey, treasurer.

It was moved, seconded, carried unanimously, the passing of three by-laws, and I shall give them in detail and in their respective order.

BY-LAW No. 1

Whereas it is necessary to lay out the grounds of the cemetery of this company;

It is hereby enacted by the Directors of the said company that the plan of lots, walks, etc., now submitted by the secretary, one of the said Directors, be the plan by which the lots of the said company shall hereafter be known and described and registered in the cemetery books.

Signed President.

BY-LAW No. 2

Whereas it is necessary to grant deeds of lots already disposed of or hereafter to be sold in the Waterdown Cemetery;

It is hereby enacted by the Directors of the said company that all deeds of plots in the cemetery shall be executed by the President of the company when the full consideration therefor shall have been paid to the Treasurer, or satisfactory proof be given of payment for the same to the Board.

Signed President.

BY-LAW No. 3

Whereas it is necessary to provide further for the laying out, selling and managing of the grounds, and the erection of tombstones with substantial foundations;

That the management of the cemetery shall be with the officers of the company, subject to such by-laws as the Directors shall pass from time to time.

That a sexton and caretaker of the cemetery shall be appointed by the officers to act under the direction of the Secretary, and without such appointment or direction no one shall act in that capacity.

That the sexton, with such assistance as he may find necessary, shall dig all the graves and give all necessary assistance at funerals, for which he shall be entitled to charge from three to five dollars, according to the size of the grave, and for extra work accordingly, and subject to the approval of the Secretary.

That the erection of all monuments shall be done by the assistance of the sexton, in order to the securing of the good foundations, the removal of waste materials and the proper care of the grounds, for which he shall be

(continued on page 5)