POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, OCTOBER 23, 1920

CONSTRUCTION OF STONE ROADS

Haldimand County, Ontario, Sets Pace

Progressive County Council Adopts "Good Roads Budget," and Miles of Impassable Clay Roads Are Transformed.

(Toronto Globe.) Haldimand County is undergoing a sit but rapid transformation. The resints therein, but more especially the sitors to and through the county, are

sitors to and through the county, are centy aware of the change.

The sum and substance of this quiet evolution is "new and better roads."

wo years ago Haldamand had a scant 2 miles of hard-surfaced roads, scatter-d indiscriminately throughout the ounty. Today 96 miles of permanent oadways interlace this territory, and nany more are projected in the near uture.

uture.

The writer has been in touch with the road situation in this neighborhood for some time. The nature of the soil—clay predominating, with a small admixture of loam—is fundamentally good for road building. For surfacing, however, no more annoying or less advantageous material can be sought. Experience With Clay.

Whoever has had to travel overclay-surfaced roads during all weathers will appreciate the risk therein involved. Dur-ing the spring thaws and early freshets the thick adherent masses of tenacious clay cling to the hoofs of the houses, the spokes of the wheels, and increase fold the size of the tires by adher-During a wet summer such roads

rfold the size of the tires by adne. During a wet summer such roads
e impassable for automobiles.
Only the advent of a dry summer,
when the surface is baked into the semblance of a pavement, do the roads really qualify as means of transport. However, the fall rains and early winter
soon again play havoc with the deceptive surface, and away goes the farmrs' oportunity, of late trucking, haulng or, driving.

The above conditions have been Halimand's heritage up till two years
go. Spring roads, a quagmire of mud;
ummer roads passable at best; and fall
oads a second and enlarged edition of
one former.

Such roads also leave their imprints oth on travellers' vehicles and uneradable imprints on the minds of visitors. hese highways and byways once exerienced are forever shunned. aw "Writing on the Wall."

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The progressive county council saw the vitting on the Wall."

The progressive county council saw the vitting on the wall. The farmers handicapped in their daily tasks; travellers condition of the roads a short time previous. His reply was that it was not long for that the solution of the whole problem was an active and intelligent "Good mass Budget." It was not long forthouse. The Globe representative asked Mr.

The Globe representative countile the road asked to the poor counts of the budget.

Unlimited Quantities of Stone

Unlimited Quantities of Stone

This country is situated in the enviable position of independence with reference to road-building materials. Within its confines are sufficient quantities of crushed stone and gravel for its own roads, and to spare. Railroad transportation difficulties have no terrors for its contractors and dearth of material is practically an impossibility.

Crushed stone is obtained from a private company at Hagersville. The county have acquired two "public ownership" quarries, one at Nelles Corners and another near Dunnville. Each of these has a capacity of about 115 yards daily. This year 50,000 cubic yards of gravel have already been used in the construction of the above mentioned 24 miles.

The writer was afforded the unique opportunity of visiting these county quarries and also of viewing at close range the 'system' by which the roads are constructed.

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Meeting the Expenditure.

"We pay as we go," said Mr. D. W. McBurney, superintendent of roads in Haldimand county. This was in reply to the question referring to financing the project. No bonded debts, nor debentures floated. An annual appropriation, amply sufficient to carry on the work planned for the ensuing year, is made from the county funds."

To show with what whole-hearted approval the farmers look upon the good roads policy one need only look to the voluntary subscriptions amounting in one locality to \$3,000, which are made to the county fund. This speaks cloquently of the universal support of the issue. Chairman Clark voiced the opinion that "no man could be elected to

to Seneca Station.

Farm Values Increased. One cannot take too optimistic a view of the benefits derived from good roads building. The increase in traffic, unhampered by weather conditions is a practical saving in time, upkeep and temper. The attraction of visitors can only be proportionately appraised. The

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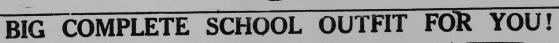
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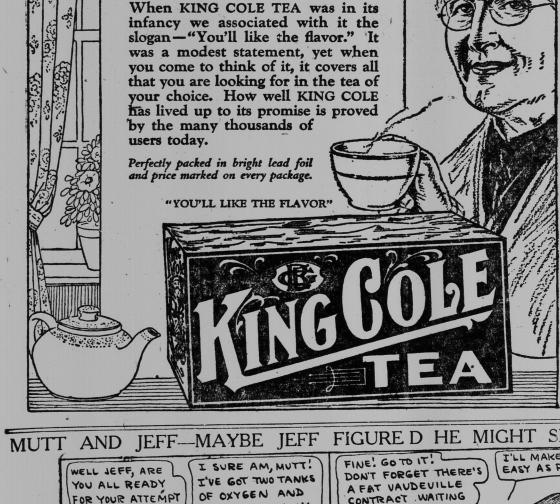
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