

All the roads of this township were located by the original surveys which were made with reference to main roads, built by the Canada Company, who were the first holders of the land of this township, before this township was settled. None of these pioneer roads touch Blanchard.

The turnpike system was made use of in the construction of seventeen miles of roads, but has been long since discarded as cumbrous and unprofitable. With the exception of this portion, all the roads have been built by Statute Labour.

The first thing done was to cut off the timber growing on the road allowance. Where low ground was encountered the smaller trees of this timber, from ten inches to sixteen inches in diameter, were cut in lengths of twenty feet. These were laid side by side transversely, butts and tops alternately, to keep the intervals at a minimum, the surface being kept as level as possible by the eye. If the spaces were unavoidably large small triangular pieces were split and fitted into them. Over this was thrown the earth from the sides to a depth of eight to twelve inches and thus was formed a corduroy road, so called from its ribbed character. The remainder of the timber was piled in heaps and burned. The stumps being green were often immovable, and to avoid those that were situated in the middle of the road allowance, bends were made in the graded portion. The old lines were always followed in all subsequent work, and these sinuosities are common in all the concession lines except the turnpike. By the time the clearing process was through most of the stumps could be removed from the portions first cleared. A width of about twenty feet in the middle of the road allowance being left, the earth on each side was loosened with a plough to a depth of six to nine inches, and conveyed to the centre by horse-scraper and shovel to a depth of eight to twelve inches, and about eight feet wide. In places where the ground was high no grading was done at all, the longitudinal slope being depended on to keep the surface dry.

The traffic soon compacted the clay and pressed it down, so that in the majority of cases it was only from two to five inches above the original level of land, and where no grading was done the track became a depression, passable only in dry weather. On the other hand, the narrow roadway was raised, when the ground was low and wet, to a height of fifteen to twenty inches, making a dangerous place to teams turning off, when meeting.

This was what was known as the clay, or, more commonly and appropriately, the *mud* road, for many years in use.

On this as a road-bed, pit gravel was hauled and spread loosely to a depth of eight to twelve inches, according to the fancy of the man doing the work. It soon became necessary to repeat this operation on account of the ruts which formed rapidly in this loose gravel, and this was done until, in some places, where the road is wet and springy, there is a depth of twenty to twenty-five inches.

Where the formation of the road-bed interfered with the natural course of the surface water, culverts were put in. These were at first made of logs. The logs were cut twenty feet long, about sixteen inches in diameter, and laid vertically above each other. Two of these were sufficiently high for the smaller culverts. The lower log on each side was held in place by being partially imbedded in the clay; the upper pair were held apart by