



A road machine at work.

tires should be used on waggons. By the use of six inch tires the roadway will support, without yielding, twice the load which it could support with a three-inch tire.

The Commuted Statute Labor System

Every farmer in this country has had some practical experience with the working of the statute labor system of road making and should be able to judge as to its good and bad points. There can be no doubt that the system in many ways can be made to do effective work in improving the roadways in our rural districts. But the system has undoubtedly got into disrepute because of the slipshod and unsatisfactory way in which it has been managed and the careless way in which the statute labor has been performed. Under the plan in which the statute labor in this country is performed, there has been no uniformity of method or definite scheme for permanent road-making. This being so some municipalities have been looking out for some better and more effective method of road making, and have found it in what is known as the Commuted Statute Labor System.

This commuted system has been in operation in the Township of Barton, Wentworth County, for the past two years, and the clerk of the municipality, Mr. H. Bryant, writes us that it is giving general satisfaction. We asked Mr. Bryant to send us some particulars as to the plan of operation and he has kindly forwarded a copy of the by-law governing it. The essential clauses of this by-law are as follows:

(1) That the whole of the statute labor of this municipality shall be commuted for at a rate or rates under one dollar, to be struck when the township and other rates are decided by by-law, and such commutation tax shall be added in a separate column in the Collector's rolls, and shall be collected and accounted for like other taxes.

(2) That the amounts received from the Collector of Taxes shall be kept in a separate account by the Treasurer of the Township, and shall be called the Statute Labor Fund.

(3) The township shall be divided into as many divisions as the Council from time to time may deem expedient and an overseer shall be appointed for each division, and also an engineer for road machine when deemed advisable. All monies collected in each division shall be expended in that division under the supervision of the overseer of that division directed by the Council.

(4) It shall be the duty of the overseers to see that all noxious weeds are destroyed on the highways in their respective divisions.

(5) It shall be the duty of the overseers to repair any bridge or culvert in their division that may be dangerous without any direction of the Council, but when such bridge or culvert is not in an immediate dangerous condition then the overseer shall con-

sult the Reeve or Council as to the repairs necessary.

(6) For the purpose of keeping roads open during the season of sleighing in winter the overseers shall be paid ten cents per hour, and also the others employed; teams, \$2.50 per diem.

(7) It shall be the duty of the overseers each to keep an accurate account of all work done, and the amount expended, in a book supplied to him for that purpose, which book must be produced to the Council at any of their sessions, and the Council must be satisfied as to the correctness of the account prior to paying any monies.

(8) It shall be the duty of the engineers to work the road machines when called upon to do so under the direction of the several road overseers, and each engineer shall be responsible for the safe keeping of his road machine, and the said road machines shall not be loaned to any one without the consent of the Reeve, and the party to whom the machine may be loaned shall employ the engineer at his own expense to work the machine.

(9) Overseers shall commence operations not later than the first day of May in each year, and shall work continuously, weather permitting, until work in their several divisions is completed.

In a separate by-law the commutation tax for statute labor was fixed at 50 cents per day for the first four of the six divisions into which the township is divided, and 25 cents per day for the last two divisions. These rates seem comparatively low, and no farmer should complain of having to pay 50 cents per day to get his statute labor commuted, though many of them do not give that much value when they do the work themselves. If it prove successful in procuring better and more permanent roadways no one should begrudge paying the usual allowance of \$1 per day. The fact that better results can be obtained by commuting the statute labor at 50 cents a day than by the old plan is a very strong argument in favor of the new method.

Short Rules For Pathmasters

By A. W. Campbell, Provincial Road Instructor

1. Carefully plan and lay out the work before calling out the men.

2. When preparing plans, keep the work of succeeding years in view.



Road East of Brockville—"Made good years ago and still good."