

Progress in Road Making

Progress in road improvement in Ontario continues both steady and sure. The act passed by the Legislature several years ago, by which \$1,000,000 was appropriated for road improvement, has been taken advantage of by nine counties. Some have just made a beginning, while others have received sums extending up to nearly the \$100,000 mark. And this is not all. For every dollar given by the government the county must expend two dollars, so that a few counties within the past five years have expended altogether upwards of \$300,000 in road improvement. In detail the amounts paid by the government to date to counties which have qualified under the act are as follows:

Lennox and Addington...	\$ 638.18
Middlesex.....	7141.36
Lincoln.....	9126.97
Oxford.....	17658.27
Wellington.....	17543.70
Hastings.....	2438.75
Lanark.....	30489.53
Westworth.....	86800.24
Simcoe.....	97938.91

In other words, of the \$1,000,000 appropriated, nearly one-third has been paid out by the government.

At the last session the Act was amended and the \$1,000,000 fund reinstated, which means that a fresh start has been made, and the counties have the full amount to draw from. County councils in many instances have hesitated about taking up this work, as they feared the appropriation would soon run out. But the recent amendment shows that the government is alive to the importance of the work and may be relied upon to extend the appropriation should the necessity again arise in the future. In the meantime every county should get into line and take advantage of the government's liberality. Roads have to be kept up in any case, and the work might better be done on some systematic and permanent plan than in the patchwork fashion in which many of our municipalities build and maintain roads. Nothing will add more to the value of farm lands than an improved and well-maintained system of roads.

The original act provided that to qualify for the government grant, counties must lay out a definite system of roadways that will best meet the needs of the districts to be served, the main object being to obtain not only a system of good roads covering the county itself, but which would connect with leading roads in other counties so that from one end of the province to the other there might be

vantage of the Act, there are in some districts government improved roads extending for many miles. There is now a continuous system of county roads built in conformity to the Act extending from Niagara to the borders of York county. And as York county will likely take up the work very shortly, we may soon see the system extended to Toronto. Peel county has been added to the list, and plans have recently been approved by the government calling for the expenditure of from \$100,000 to \$150,000 in that county. Halton County Council will likely pass the by-law at its June session, and Ontario County is considering it. Very shortly, therefore, several counties will be added to those already drawing from the government fund.

The act has also been amended in other respects. Formerly the work was hampered by the county having to obtain the consent of the township councils to take over roads in their jurisdiction. This has been changed, and a County Council may by its own

more marked in the next five years than during the past five.

A Watering Trough by the Wayside

One of the illustrations on this page shows a feature of our highways that should receive more consideration than it does. A watering trough by the roadside is a real "boon" to the tired and thirsty horse on a warm day. The illustration shows one of these, cheaply constructed, but at the same time serving the purpose. On the leading highways especially where a spring is handy, a watering trough should be placed, connected with it. There are many springs suitably situated for this purpose, and very little time and expense are needed to fix up a trough such as we have described. This is a practical idea for the humane societies to take up.

Earth Roads

While the ideal system of roads is that to be found in the county system referred to elsewhere and which are built by experts after some uniform and approved plan, all the roads in the country cannot be chosen for this purpose, though more will no doubt be taken over as the work goes on, especially as counties have been granted the privilege of extending the systems upon which they have been expending public money during the past few years. There will, therefore, for some time to come be a number of roads, just as necessary as the others, that will have to be kept up by the municipalities and the people in the locality. Such roads, for the most part, are what might be called earth roads, many of them out of reach of good road-making material. These must be kept up and made as valuable as possible to the localities they serve.

An earth road is not necessarily a bad road, if properly looked after. It has gotten into disrepute largely because of neglect and not having been properly made. As much system and care are required in making and maintaining an earth road as a gravel or macadamized one. Certain principles govern the one as much as the other.

Earth roads should be placed in charge of someone who understands them and who will see that they are kept in proper repair. If this is done there will be fewer complaints about roads in the spring and fall. Drainage is the key to success in making earth roads. Water is destructive to any road, especially to a dirt road; therefore, drainage that will at once carry away rainfall or melting snow is absolutely necessary. Most country roads are too flat on



A HUMANE CONTRIVANCE ON THE ROADSIDE



AN IMPROVED COUNTRY ROAD

by-law adopt plans for road improvement without consulting the township councils. The County Councils, can, also, by their own resolution, appropriate money for road improvement without by-law up to 2 per cent. of the assessed value of the county. These changes have simplified matters very much, and enabled county councils on their own initiative to take up the work. Another factor that has aided in removing friction is the new system of electing county councillors, as it does away with the necessity of having the township and county councils coming together to discuss roads to be taken over. These changes mark a distinct advantage in regard to road-making, and progress will undoubtedly be



top to shed water; indeed, many of them are not only flat but concave, and become a regular cistern for



a complete and connected chain of improved roads. Though comparatively few counties have as yet taken ad-