

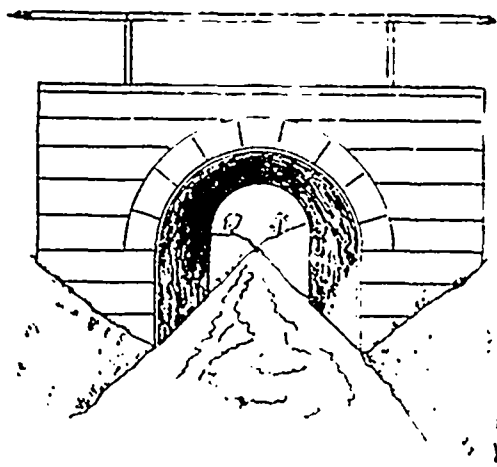
it is graded and held at a temperature of about 20 degrees F. until it goes on the direct steamer for London."

What he says in regard to cheese is encouraging, but not so his remarks in regard to New Zealand butter. Canada will have a strong competitor from the colony in the British butter market. The advantages which mechanical refrigeration in the creameries will give will enable them to preserve the product in a perfect condition from the time it is made till it reaches the consumer.

Good Roads

Some Advice on Operating the Statute Labor System

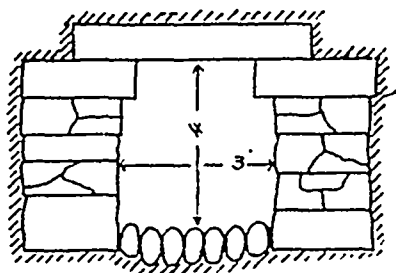
The question of good roads is of more than passing interest just now when the time for performing the statute labor is at hand. Elsewhere we publish extracts from the by-laws of a township where the statute labor has been commuted, showing what method of procedure it is following in maintaining and improving the roads. But, as nearly all the road-making in this province is done on the



A Concrete Culvert, with wing walls of concrete

statute labor plan, particular attention should be given to having the work planned and done in the very best way. The great drawback to the system is that no definite or uniform method of doing the work is followed. As many different systems of road-making are to be found as there are different pathmasters. This has resulted in good and bad kinds of roads in very short distances, and, instead of procuring permanent roads, outlined after some definite and durable plan, has furnished us with a kind of patch-work road-making that is unsightly to begin with and totally bereft of staying power.

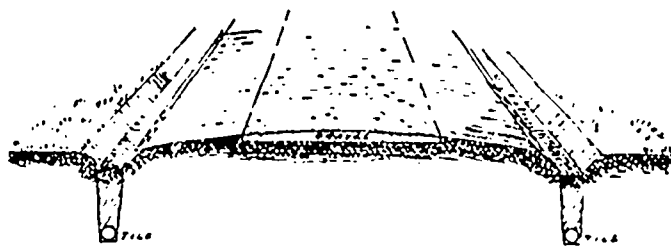
Mr. A. W. Campbell, Provincial Road Instructor, recently addressed a meeting at Oakwood, Ont., and gave some sound advice to the farmers present on the working of the statute labor system and general road making. From



A Cheap Stone Culvert.

his address, as published in the *Lindsay Post*, we take the following: "The great majority of the roads in Canada are under the control of township councils, and are built by statute labor, supplemented by money grants. The statute

labor system is suited to a pioneer age. It spits the abilities of the people making a home in a new country, and it suits the spirit of their circumstances. They feel keenly the need of improving their roads, and work with a will earnestly and faithfully. That was the history of statute labor in the pioneer days of what are now the populous



Plan for the average country road.

districts of Canada. But, where the townships have grown weathy and well populated, a different condition exists. To such an extent has statute labor degenerated that some townships find that they can do more work by commuting all the labor at thirty-five cents per day. If statute labor has not outgrown its usefulness, there is certainly need for reform when a man's labor is worth less than thirty-five cents per day. A feeling in favor of statute labor still holds in some localities, but is growing weaker. There is not another country in the world, characterized by good roads, where a system of statute labor is in use. To a slight, but very slight extent, it may be said to be used in France, but with very different methods of applying it. If it is to be retained in Ontario, the present feeling of the people strongly indicates that it will have to be placed on a basis whereby satisfactory results can be obtained.

Councils commonly appropriate an amount of money each year to be spent on the roads. If this money were spent in making complete and durable work it would be of the greatest assistance in improving the roads. We find, however, that the money is distributed in small sums among the pathmasters, is spent in small sums for repairing temporary culverts; in doing a little drainage in front of the farm of some discontented ratepayer to appease him, in doing no particular work at all, but merely to give some voter an opportunity to earn a few dollars. In such ways as these is the money which should be spent on durable improvements scattered, wasted and misapplied."



A gravel roadway with under-drain.

When the statute labor system is followed, Mr. Campbell advised a large reduction in the number of pathmasters, and the appointing of a supervisor by the council to have the oversight of the pathmasters and all the work and expenditure on the roads and bridges, and who should be required to report to the council at each meeting. Road divisions or beats should be from three to four miles in length, and the pathmasters should be permanent officers. The changing of pathmasters every year is one of the great drawbacks to the system. Statute labor can best be utilized in hauling gravel. In this work there is less opportunity for wasting time. For the grading and ditching there is machinery made, which every township should have. Special attention should be given to the drainage and crowning of the road. A great deal of money is wasted by building culverts of timber. A cement concrete pipe is an excellent thing for a culvert, and can be made in any gravel pit under the direction of the municipal engineer. Wider