

## HIGH TYPE GRAVEL ROAD

"The type of road we are aiming to construct in Saskatchewan is a high type gravel road which constitutes nearly (within two-tenths of a percentage) 80 per cent. of the type of road being aided by federal aid in the U. S. To show why I think a high type gravel road is the proper type presently for Saskatchewan, I quote your a few figures. I have a report of the maintenance of the Toronto-Hamilton highway for 1919, the fourth year that it has been in operation. That road is 35.8 miles long, hard surface concrete, with an average width of 18 feet. It cost \$30,000 a mile. S. A. Cummi-ford, chief engineer, gives the following as the cost of main-tenance. In 1919 it cost \$23,726.80 or \$695.80 per mile to keep it in good condition, as good a condition as when built. The overhead cost per mile (it being a thirty year road) is \$1,800 interest on a capital investment of \$1,007.45 for sink-ing fund and \$659.80 for maintenance, a total of \$3,502.53. The traffic on this road as observed at three points on it is shown to be 2,423; 1,745; 1,657; or an average daily for the year of 1,955 vehicles. This traffic justifies the type of road.

"I have not any accurate statistics of what it takes to build, maintain and operate a good gravel road because we have not secured sufficient accurate information, but we have these fairly accurate. The average cost of building a good type of earth grade surfaced with gravel will average ap-proximately \$6,000 per mile; interest at 6 per cent. would be \$360, sinking fund (five years) \$1,205, maintenance \$250, a total of \$1,815. The point I desire to make is that it costs in actual practice \$3,500 to maintain a hard surface paved road, and \$1,815 to maintain a gravel road, the difference be-tween the two is the amount that the traffic would be re-quired to carry for the privilege of using the paved surface road, say \$1,600. If we were to take one of our good gravel roads and put in its place a paved road we should have to pay \$1,600 per mile per annum more for the privilege of using it.

### Paved Roads Too Costly for Saskatchewan.

"Let us examine this proposition. Take a stretch of fifty miles and put a hundred motor vehicles on that fifty miles to run up one day and back the next. In three hun-dred days each car will have gone 15,000 miles, a fair aver-age mileage for a car in a season. Maintain fifty miles at \$1,600 a mile extra and it costs an extra \$80,000. One hun-dred cars per day must bear this annual extra cost for the privilege of using a paved road. The cost to each car is \$800.

"One could work his old 'flivver' to pieces on a gravel road in one season and have enough saved to pay for a new one. It would be a proposition that no government or any one else who observes the economic viewpoint could justify, and we cannot justify in this province the building of such a road where the overhead expense would be so great. A paved road for such traffic would be fine, and convenient and beau-tiful for pleasure. It would be an exhibition of extrava-gance. It would certainly not be an exhibition of economy.

"For the present the type of road we are aiming to build is that kind which, by the experience of others, will carry the traffic to go over it, and will do so at the lowest possible expense to the public treasury.

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