

reduced the rate to 75 cents per day, and in the others the rate varies, being in some instances as low as 35 cents per day.

A number of the townships have adopted a system whereby statute labor may be commuted before a date fixed by by-law at a lower rate than afterwards. This is done to encourage the payment of commutation money to pathmasters before statute labor begins. In other townships the rate is reduced if commutation money is paid to the pathmaster at any time before he makes his returns to the clerk.

In the township of Sarawak the statute labor of two wards is commuted at 70 cents per day, the benefits are so apparent in the extra amount or work performed, and the style and manner of road construction that the difference between commutation statute labor and the old system will not bear any comparison whatever. The conclusion is that the old system of statute labor has served its usefulness, and that better results could be obtained at a commutation of 25 cents per day.

In the township of South Grimsby, the commutation system has been in force in the unincorporated village of Smithville for some time. The authorities recommend the commutation of all statute labor, especially in unincorporated villages.

In the township of Niagara one-half the statute labor is commuted at 50 cents per day.

In the township of Barton statute labor has been abolished and the rate of commutation varies from 35 cents to 50 cents per day according to outlay.

In the township of Malden statute labor has been entirely abolished. Commutation was first adopted, pathmasters were done away with and commutation money raised in each of the four wards of the township and expended by the council. Under this system 50 cents a day went further than one day statute labor. The next step was to do away with commutation, and at present all road repairs are paid for out of the general rate.

COUNTY ROADS.

In addition to statute labor and local expenditure some county councils have assumed and maintain leading roads. In other counties grants are made each year to assist local municipalities in road improvement and in that way equalize the road expenditure.

One-third of the counties do not expend money for road improvements, one-third maintain county boundary lines, and in the remainder annual grants are either made for the maintenance of roads, in the county, or the council has assumed and maintains certain leading roads.

In Perth the Huron gravel road is in charge of the county inspector. The maintenance of this road is paid in the first place out of the county funds and charged to the adjoining municipalities. This

is paid with the county rate not as a part of the rate but paid at the same time.

The county of Wellington maintains 148 miles of gravel road and expends \$50 per mile per annum for maintenance.

The county council of Hastings has control of and maintains nearly 400 miles of county roads—some of these were first constructed as toll-roads and afterwards purchased by the county.

The annual expenditure in this county for road maintenance and construction is from \$12,000 to \$15,000 per annum. The work is done systematically. A superintendent of gravel roads is appointed at a salary of \$700, he paying his own expenses. A gravel road committee is appointed by the county council. Two or more gangs of men are engaged, the foreman of each getting extra wages, the work is put directly in charge of the superintendent who reports monthly to the committee all details as to men, wages, work, etc. The strong points of this system of maintenance are:

1st. The whole work through the committee is directly under the control of the council.

2nd. The work is well done as there is no inducement to scamp it.

3rd. It is done where most required at the best time.

4th. The ratepayers are in touch with those performing the work and for any man to shirk his work will soon reach the superintendent.

5th. By employment of good men continually at the work they become experts and capable of doing more than inexperienced hands.

The cost per mile of maintenance is about \$40 annually.

SUMMARY FOR ONTARIO.

In Ontario we have townships in which statute labor is performed and others where commutation is compulsory at from 35 cents per day upwards, and in some of the more progressive townships the statute labor system has been entirely abolished. We also find in the counties those in which no money is expended on roads, others on which county boundary lines are maintained and an equal number where township expenditure is supplemented by annual grants made for road improvement or maintenance of county roads.

ROAD LAWS IN THE UNITED STATES.

In the United States we find a number of different systems.

California.—In California the county council has a general supervision of roads in their respective counties. Their duties are to open up new roads and to take charge of such roads as have become highways, by usage, dedication or abandonment, to abolish all roads not necessary, and to levy a property-tax for road purposes. This tax is collected each year, to be apportioned to the special road districts entitled thereto, and kept by the

treasurer in separate funds. Each county is divided into separate road districts and each member of the council is an ex-officio road commissioner in his district. It is his duty to see that all orders of the council pertaining to roads are properly executed. These ex-officio commissioners are paid for their services twenty cents per mile one way for all distances travelled by them in the performance of their duties. The roads are repaired by contract, and let to the lowest bidder. The advertisement for all bids specify the road or roads upon which the work is to be done, the kind or character, and the extent of the same, so as to plainly indicate to the bidders the work to be paid for, and when necessary a county surveyor furnishes profiles and specifications for the work. When completed the work is inspected by a committee of the county council, and no payment is made until it has been inspected by them, except that thirty per cent. of the amount of the contract may be advanced after the work is at least one-half completed.

The road commissioners are not allowed to have any interest directly or indirectly in any contract under their control. This system is adopted for all work in the construction and maintenance of highways.

Indiana.—In Indiana a county council, upon petition of fifty freeholders of any township, may submit the question of road improvement to the electors. The petitioners are required to pay all costs of election, and the construction of the roads is let to the lowest bidder. Debentures are issued to cover the cost, running from one to five years. These debentures and interest are paid by special tax upon the property of the townships, towns and cities along the road in proportion to the cost of the road in each. Improved roads may be built on main lines, and their cost assessed upon the lands within two miles on each side. They are in charge of a superintendent appointed by the council, who is paid \$1.50 per day for time actually employed, and are kept in repair by the county in which they are located, the money for this purpose being raised in the towns, cities and townships interested. The rate for this purpose is limited to one mill on the dollar.

Massachusetts.—In Massachusetts, which is rather a small state, a highway commission of three members appointed by the governor has charge of all state roads, and upon petition of a county council may adopt any road as a state highway if the legislature makes appropriation therefor, except that the grading and bridging is required to be done by the county council. These highways are afterwards maintained by the state under the supervision of the commissioners.

New Hampshire.—In New Hampshire each township is a highway district, and all sub-divisions have been abolished. The construction and repair of the highways is in charge of a township commissioner. The expenses are paid by a rate of