

MUNICIPAL DEPARTMENT

THE TOWNSHIP SYSTEM OUT- LINED.*

The chief points in the systems of road management in townships where improved methods have been adopted include the following:

Statute labor is commuted at a fixed rate per day, and the amount is collected at the same time as the other taxes, by the township tax collector.

The township, if desired, is divided into a convenient number of road divisions for road purposes, usually two, three or four, and a road commissioner is appointed over each.

The duties of the road commissioner are:

(a) To supervise all work and repairs done on the roads and bridges within his division.

(b) To acquaint himself with the best methods of constructing and maintaining good roads, and of operating graders and other road machinery used by the township.

(c) To employ, direct and discharge all men and teams required to carry on the work, and to purchase necessary materials.

(d) To see that all washouts, drain and culvert obstructions, bridge failures and other unforeseen defects are repaired or protected, with the least possible delay, so as to prevent further injury to the road, or accident to the users of the road, and to otherwise act promptly in all cases of emergency.

(e) To report to the council early in each year as to the work required the coming season, and to carry out the instructions of the council with regard thereto, and to perform such other services as may be required of him from time to time, under the written instructions of the council.

(f) To collect the pole tax in his road division.

(g) To keep an accurate record of the

* From the report of the Ontario Commissioner of Highways.

men employed and the work done; and to furnish this written form to the reeve at proper intervals in order that the reeve, upon being satisfied of the correctness of the statement, may issue cheques for the payment thereof.

(h) To stake out all works and see that they are undertaken systematically, so that no time will be lost in taking men, teams and machinery from one part of the township to another.

The usual road appropriation is made from the general funds of the township, this to be used for the purchase of tools, machinery and materials, or for small jobs and contracts.

The residents of the township are employed to do the work, provided they come properly equipped, and will do a fair amount of work.

Work is paid for in cash, if desired, but preferably by check; payment to be made in accordance with the pay roll submitted by the road commissioner or overseer, accompanied by necessary vouchers and such information as may be considered necessary.

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A general plan for road improvement should be laid down by the council for the commissioner to follow.

This plan should specify the width to be graded, width and depth of road metal, character of drainage, etc., of all roads.

Roads of importance should not be less than twenty-four feet between the inside edges of the open ditches. No roads should be of less width than eighteen feet.

All roadmaking machines should be under the care of the road commissioner.

The same man and teams should be hired to operate the machinery for the entire season, as they become proficient and do better work. This applies particularly to the operation of a road grader.

The council appoints foremen in different parts of the township to collect the necessary labor, and act promptly when roads are blocked with snow, the men employed to be paid in cash by the council.

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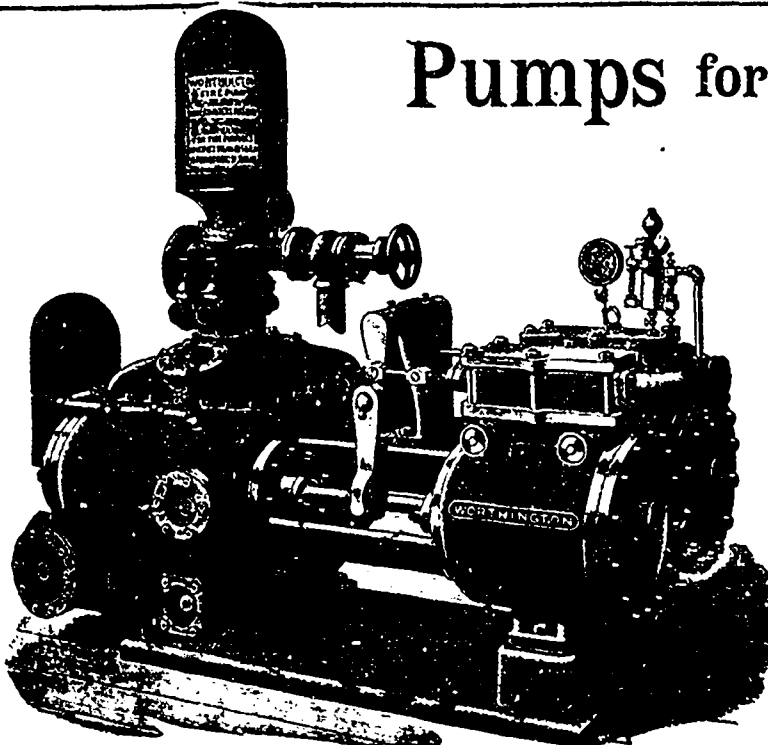
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