

course but in the case of a pathmaster the roads must suffer. Under a proper administration of the statute labor law, it is apparent that it is the duty of every man performing statute labor to set aside his personal feelings and opinions, and promptly do the work allotted to him. This is the relation of the tax payer to the pathmaster. On the other hand the pathmaster (and going further back the council) owes it to the tax payer that all plans shall be carefully prepared and considered before the work is commenced so that improvement will be made along the right line, and with the greatest economy of labor.

County Roads.

In this issue is a letter from one of the prominent public men of Ontario, describing the county roads of Hastings, and the system under which they are controlled. The meaning of "county roads" should not be misunderstood, they are not necessarily roads leading from one side of the county to the other. If they should do this, so much the better, perhaps, as they will then furnish through lines of travel. But the first essential of a county road is that it be a heavily travelled road, and for that reason requiring special treatment in construction and maintenance. Because of the heavy travel to which they are subjected, such a system as a township can afford is not sufficient to provide the attention, material and machinery needed to build and repair them efficiently and economically. In the advocacy of county roads, there is no slight offered to township councils, and in reality no curtailment of their influence, for the few miles of road in each township which would be included in a county system, would still leave more than the average township councillor cares to be responsible for. The advantages of a county system have been put in a series of statements and as there are many new councillors now sitting in township and county councils, it is opportune to reproduce them.

Under a county system, a portion of the cost of road building is levied, in the county rate, against the towns and villages within the municipality for road purposes. At the present time under township systems the farmers bear the entire cost. All the expenditure thus placed on roads is spent in the county, and is thus returned in a great measure, to those who contributed it in the first place.

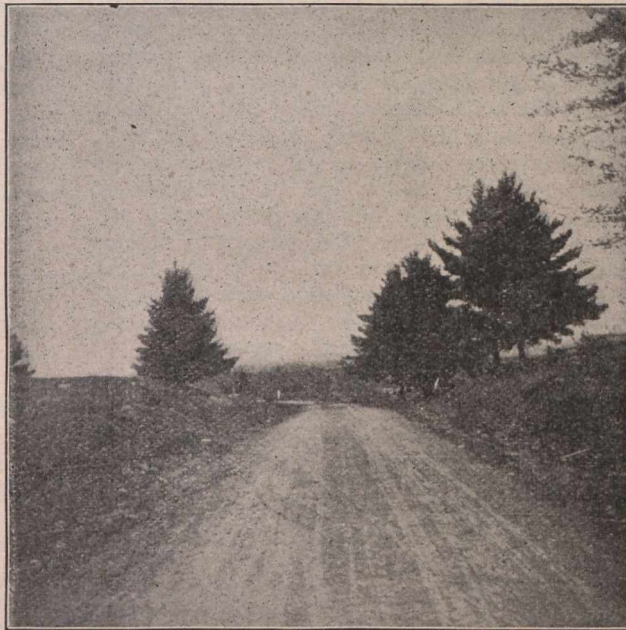
Under county control a properly organized corps of men can be employed to build and repair roads. As at other employments they become experienced and do better work, and in the matter of

repairs are ready to make them as soon as signs of wear appear.

By a county plan, uniformity of work and system will be secured throughout the various municipalities. Whereas under township control a diversity of plans is sure to be adopted.

In a county plan an experienced and properly qualified man could be employed to have constant supervision of the work, whereas under township control, each municipality cannot afford to pay the salary of such a man. Under every good system it is necessary to have responsibility centralized and defined, not divided and easily shifted from one to another, as it now is under the statute labor system.

Under county control, modern machinery, too expensive for individual townships, can be purchased and handled to advantage, an experienced operator can be employed for each implement, and a



A GRAVEL ROAD IN NORTH MONAGHAN.

better and more uniform class of work will be secured.

A properly connected system of leading roads throughout the county will be obtained under a county system; whereas with each township, and even each statute labor beat, working independently of those around it, this will be lost sight of.

There is no community of interest between the townships. In one township there is a certain leading road, much travelled and well made and maintained. The adjoining municipality may, for various reasons, not consider it of so much importance as to warrant it in making an expenditure to benefit largely its neighbors who are obliged to travel over it.

If no greater expenditure is made upon the roads than at present, the rate will be reduced because most of the township expenditure is now placed on the leading

roads; and the township will be relieved of these by a county system. Under the county system the funds will be sufficiently concentrated to undertake durable work, and consequently these roads will be properly constructed and afterwards maintained at a less cost than at present.

A county road system equalizes the cost of maintaining leading roads. In every county within a certain radius of a market town, traffic constantly increases as the town is approached. The cost of construction and maintenance increases in proportion to the traffic. It is unfair to charge those living near the town with the cost of keeping the roads to support the traffic from a distance; so unfair as to cause discouragement and often withdraws support.

Property is very largely valued according to distance from the market and the convenience with which the market can be reached. Property a long distance from the market is affected to a greater extent by the bad condition of the roads than is property very near the market. Good roads are, therefore, of greater value to townships a long distance from the market town than those in the immediate vicinity.

Under a county system, proper road construction would be undertaken and the economic value of this work would be seen and appreciated by the people of the different townships. The well built roads would stand as object lessons, and would teach the better expenditure of funds spent by the townships on the roads maintained by them.

While there may be some feeling adverse to townships parting with any control of their roads, it is nevertheless impossible, under a township system, to levy taxation equitably, or employ the most economical, and, at the same time, serviceable system. The trend of opinion has turned towards collecting the most important roads of each county, and placing them under the management of the county council. It has been shown that, by such a means, roadmaking could be placed on a more businesslike basis, and consequently greater efficiency is secured.

Culverts.

In no department of municipal management is there so much wasted energy as in construction and maintenance of culverts and sluices. In most townships they are built of timber. Timber is perishable, culverts are subject to repeated changes of wet and dry, and this is very destructive to timber. The life of these structures is not more than five years before repairs are required, and these repairs in a short time amount almost to renewal. No sooner