

COUNTY COUNCIL.

December 18, 1911.

Council met at the call of the warden pursuant to adjournment. All members present.

Resolutions.—That the council resume business. Carried.

Minutes.—Of the former meeting were read and adopted.

The following communications were read: Letter from the Warden, letter from James R. Wardell, copy of resolution of Jarvis Council, letter from the Caledonia Good Roads Machinery Company, letter from Myron A. Gee, letter from Fonthill Gravel Company, letter from Ontario Good Roads Association, letter from J. Ross Robertson, letters from W. A. McLennan (file with Good Roads By-law), letters from Municipal By-law Board (file with Debutante By-law).

Clerk.—That a special committee composed of Messrs. Smelser, Brooks and Patton be appointed to deal with communications. Carried.

Committee.—That the method of establishing the amount of county grants to the various High Schools throughout the county be based upon the cost of maintenance for the current year instead of the average of the three preceding years as heretofore. Carried.

The report of the Special Committee on Communications was received and adopted as read.

To the Warden and County Council: Gentlemen.—We your committee on communications beg leave to report as follows:—That the account of James Wardell to handover be paid, that the application for gravel be referred to the whole council, that the report re Good Roads to send a delegation to Ottawa be referred to the whole council, that the usual grant of \$25.00 be sent to J. Ross Robertson, Chairman of the Trust. C. J. Smelser, Chairman.

The report of the committee appointed to inquire into the maintenance of the different High Schools was received and adopted as read.

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It is not until the ice goes out of a temporary road that it is last summer. It is now a bridge and will be moved about 200 feet further east on the turner on the north side of the road has straightened out the creek. It is a small bridge, about 20 to 24 feet span wide, and fill up the old bridge way. I applied Mr. Hewitt to have an eye on it and in case of the old bridge going out in a freshet, to block the road and notify me.

Jarvis, Nov. 18th.—Called to Dunnville and met part of the Special Committee, Messrs. Bain and Fyle, and also the engineer Mr. Jackson and was instructed to ask for crushed stone along the good roads route lying adjacent thereto.

Jarvis, Nov. 21st.—I was called to Dunnville by the Special Committee to talk over matters. Present Messrs. Bain, Fyle and Engineer Jackson. And the crushed stone advertisement was inserted in all the local county papers.

Jarvis, Nov. 23, 1911.—I went to Hamilton in company with the Special Committee and part of the Road and Bridge Committee as follows: Messrs. Fyle, Bain, Walton, Young, Roulston, Brooks, Patton and County Engineer Jackson. We had an interview with the Sawyer-Massey firm on good road machinery, especially their steam roller known as the English roller. Considerable time was wasted waiting for the firm to get their roller ready and steamed up. It was on in the afternoon about three o'clock when the roller was ready. We put in the time looking over other road machinery such as crushers, graders, dump wagons for drawing crushed stone and other lines of road machinery. The steam roller was put into operation in the shop floor, as the day was a very wet one and as the yards around their shop were very wet and muddy, good shape for a roller to work on. Roller seemed to run very fine and the build and workmanship, boxings, and bearings were first-class. The engine is of the single cylinder type 8 by 10. We had no black movement, as I suppose there was not much chance on the shop floor for the experience. On the whole it seemed to be a very good roller. The steering apparatus seemed to work rather slow, not setting very quickly. Mr. Brodie said that the roller was not so good as the one at the Home Hardware Co. We got through at 5 p.m. and left for Dunnville. Mr. Brodie and the official used to the Hotel, about a mile and a half, and we were met there by Mr. Cameron, the agent for the Watsons firm of the day. The roller was left at 5:30 p.m. and we went to the Hotel. We were up early the next morning had breakfast at 7 a.m. and were over to the Watsons steam roller. They had it all ready steamed up and outside the yard waiting for us. The yard was muddy and rutty. They ran the roller back and forth and gave us all kinds of block tests. The roller seemed to work fine in every respect. The kind wheels larger than the wheels on the English roller. The engine is a double cylinder type and worked fine; her steering apparatus was very effective and responded to the steering wheel very quickly. The rollers are of the same weight—ten tons—each had a good exhibition the various departments of their shops, which are very extensive. We had to catch the 10 a.m. train for Goderich. Mr. Watsons himself procured cabs and we were taken to the station. Mr. Cameron, their agent, used as good, right roly.

Brantford, Nov. 29th, 1911.—We then took the 10 a.m. train for Goderich in charge of Mr. Windelang, the agent for the Good Roads Machinery Company of Goderich, formerly of the city of Hamilton. Our trip was rather slow: it was about half-past two o'clock when we arrived. We then had our dinner and went over to the shops and had a look through them. A crusher was set running and they had a load of good hard heads. They were good and hard, apparently had been gathered off the lake shore. The crusher ground them as fast as three men could throw them in and seemed to do it easily. The machines was of 100 yds. capacity in two hours. They have a fine shop and manufacture road machinery exclusively: crushers, graders, road ploughs, dump wagons, scrapers and all necessary machinery for road-making. We got through our sight-seeing at the shops by dark and returned to the hotel. On the morning of the 30th we were up early as our train left at 6.40 and we had half a mile to walk to the station. Mr. Windelang accompanied us as far as Brantford, he then took the train for Hamilton, where he resides. The Warden, Mr. Fyle, Mr. Young, the engineer (Mr. Jackson) and I, W. Smith, left at Caledonia and inspected the bridge on the Grand River in the corporation of Caledonia, which is in dispute. The County Engineer, Mr. Jackson, took the measurements and drawings of the bridge. In the evening we took the train homeward-bound.

Jarvis, Dec. 6th.—Went through the Township of Walpole, found one bridge broken by a threshing machine and another that needed a railing, near Chesapeake, and got it made and put up, as it was very dangerous.

Dec. 7th.—I went along the Township between Walpole and Rainham to Selkirk. Was called up by phone that there were some bad holes need of filling. I could not do anything with the money at Selkirk and went to the Rainsham Centre and went over the Rainsham side through Fisherville to the Indian Line near Nelles Corners. I then went by way of the Irish Line to DeCoveville, then to Cayuga and stayed all night. In the morning went to Hagersville by Nelles Corners and along the Irish Line and found a very very bad hole; had it filled with crushed stone from Mr. Ingles, and drove through to Jarvis.

Dec. 9th.—I procured a man, tools, and some spikes and fixed the bridge on the Talbot Road that was broken, that is the plank by a steam engine.

Dec. 14.—I had two culverts near Hagersville, that got out with the heavy rains, repaired.

Dec. 15.—Had two culverts to repair on the lower side road of the Township of Walpole, being washed out by recent heavy rains. I got Mr. Long with a team and man and had them filled up so as to make safe for the winter.

Dec. 16.—Went to Hagersville and had an interview with Wm. R. Hamilton and talked over the matter of road rates and all general matters about the stone business.

To the County Council: I submit the following accounts for payment for repairs to bridge and culvert on the Good Roads system of the County of Haldimand, as follows:

Cambro Planing Mills, 1575 ft. of plank at \$28.00 per M. \$44.10

H. Dil, day's work on bridge. 2.00

C. Rosell, day's work on bridge. 2.00

N. R. Teat & Son, 18 spikes. 54

Wm. Lang, 1 day with team and two men repairing two culverts on east side of road, Walpole. 4.50

Hagersville Contracting Co. 5 yds. 5/8 ft. of crushed stone. 1.53

I. Pissette, repairing bridge on Talbot Road, Walpole, 34 of a day. 1.50

Spikes. 1.60

R. W. Smith, Superintendent of Good Roads.

The report of the Special Committee re siding Cambro and Dunnville roads was received and read.

To the Warden and County Council: Central, Mr. R. Middleton, met the Special Committee of the Co. Council to discuss a matter being put in at the Dunnville-Cambro Road. Mr. Middleton explained that the initial cost of putting in the siding would be an approximate estimate for a short siding of 300 feet, to hold five cars, would probably amount to \$2.00 per foot. This cost might be reduced to the County by a reduction in freight charges of \$1.00 per carload, either into or out of the siding. In every car for which the total freight amounts to \$3.00 or over. When the siding is put in, the County will maintain the siding at their own expense. Some five and a half miles of road could be built with stone supplied at this price.

Mr. Middleton, Chairman, explained that the siding was put in at the Cambro Road, and that the County would maintain the siding at their own expense. Some five and a half miles of road could be built with stone supplied at this price.

The report of the Committee appointed to purchase road machinery was received and adopted as read.

To the Warden and County Council: We, your Good Roads Committee, beg leave to submit the following report:—That we went to Hamilton, Brantford and Goderich for the purpose in a general way of obtaining information with regard to road making machinery. We examined a roller built by Marshall, Sons & Company, Goderich, England, and sold by the Sawyer-Massey Company, Hamilton. Also the road roller built by the Waterloo Company, Brantford. We also examined the road-making machinery manufactured by the American Road-making Machinery Company, Goderich. Your committee is satisfied that when the County is ready to purchase road making machinery of any kind they could make no mistake in buying any of the different machinery your committee examined. Your committee is of the opinion that it would not be advisable to purchase any machinery at this meeting, because we considered it would not be required before the 11th of April. We recommend that at the first meeting of the Council for 1912 a number of road levellers be purchased to be distributed among the several municipalities as the Road Superintendent may direct.

The report of Wm. Bain, Chairman, was received and read.

To the Warden and County Council: Your Finance Committee recommends that the payment of following accounts, which have been paid, be confirmed:

J. Linebridge, 1/2 charge. \$192.50

Fairchild, Webster & Jackson, engineers, 1/2 charge. 25.00

H. Buchner, inspecting, half charge. 4.50

And the following accounts be paid: Fairchild, Webster & Jackson map for Good Roads and siding for Cambro for M.C.R. railway. 2.75

Newsome & Gilbert, supplies for Sheriff's office. 1.55

J. Doust, supplies for Sheriff's office. 2.35

J. Doust, supplies for Sheriff's office. 7.30

M. McColl, making and certifying Jurors' panels 1911. 24.00

J. C. Eccles, ser. Co. Court. 4.00

J. C. Eccles, express charges. 4.00

Thos. Walsh, 1/2 salary. 25.00

Miss Eda McBay, keep of L. R. Green. 12.05

His Honor Judge Douglas, postage and stationery, 1911. 20.07

J. Farrell, allowance for postage and stationery. 19.00

J. H. Nagel, window shades and repairing stool for Registry office. 3.10

A. J. Grant, lumber, cement and lime for gaol. 13.67

A. J. Grant, coal, Reg. Office. 29.74

H. McFarlane, repairing gas engine, express and cartage. 7.75

Fairchild, Webster & Jackson, map of good roads. 2.75

Fairchild, Webster & Jackson, repairs to flush tank H. R. News Printing Co., printing. 20.00

Haldimand Banner, printing minutes. 23.25

T. Aldridge, livery for Messrs. Young and Anderson, Cambro Milling Co., Cambro bridge. 2.50

H. Dil, one day on County bridge. 2.00

C. Rosell, one day on County bridge. 2.00

N. R. Teat, spikes for Cambro bridge. 54

W. Lang, work on side road in Walpole. 4.50

Hagersville Contracting Co., 2 loads crushed stone. 1.53

Physical condition at the time of death was such that the death certificate was not without previous warning. The deceased was called by Stephen Lamb, who had two strokes before his arrival (August 5th, 1910); and from that time until his death on the 10th of January, 1911, he suffered from weakness of heart, and diseased kidneys (for dropsy) was the result. During the time until the early part of December he walked about and did some work. The Manager speaks in words of praise of his willingness at all times to do whatever he was able to perform. On December 28th, 1910, I was called to see him, he having had another stroke (the third) about 1.30 o'clock a.m. I found him unconscious and helpless. He was relieved from his sufferings about 7 a.m. January 18th, 1911.

The second death during the year was that of Mrs. Elizabeth Kearna, who was received July 23rd, 1910, and died January 25th, 1911. She was 94 years of age, blind, but quite helpless. She was confined to her bed but a short time before her death. The cause of death was old age, probably hastened by an attack of influenza. A gradual failure had been noticed for some time previously, however.

George Buchanan, who gave his age as 70 although evidently and apparently much older) was the third death recorded during the year. He was committed to the House, August 4th, 1910, and died Feb. 17th, 1911. Since admission he has been quite ill. At times he has been unable to walk without falling. During February, 1911, he with others was attached with influenza. At times he seemed to improve somewhat, but his general condition was evidently becoming worse. He could not sleep well and greatly disturbed the other inmates a short period of time before his death, which occurred about ten p.m. February 17th, 1911, and the cause assigned was general debility.

The fourth and last death in the "House" was that of John Vokins, registered Bokin. An old soldier, age 72, crippled lost a leg. He passed quietly away and death to him was a happy release. Uræmia, the result of disease of kidneys and bladder may be assigned as source of death. He was in the House from Oct. 1st, 1910 to April 25th, 1911. Register number, name, age, date of commitment, and municipality from which sent, of those who have found shelter and a home in the House of Refuge at Dunnville during the twelve months ending October 31st, 1911.

No. Name Age When Received Municipality Remarks

1. Mary Cooper 74 1910 July 12 Dunnville Inmate

2. Elizabeth Kearna 94 1910 July 23 Dunnville Inmate

3. Geo. Buchanan 70 1910 Aug. 4 Dunnville Inmate

4. J. Lambart 65 1910 Aug. 25 Dunnville Inmate

5. R. Lambart 65 1910 Aug. 25 Dunnville Inmate

6. J. Lambart 65 1910 Aug. 25 Dunnville Inmate

7. J. Vokins 72 1910 Oct. 1 Dunnville Inmate

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