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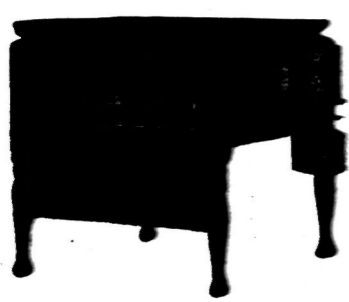
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### REEVE OF PORT DOVER CARES

(Continued from Page 5)

England and he has agreed that the principle of perfection would be reached when cost of maintenance was eliminated. He pointed, however, to say that twenty-five years hence when George L. was comparing the system in vogue at that time with 1927 conditions, he expected to be stepping on the roadway that was paved with gold, and highways and canals were never heard of.

Referring to the map it was quite evident that the link of unfinished roadway between the two counties was needed to link up the network of highways to the east and the west. He was of the opinion that the road should be completed at all costs, and from his experience in good roads work he did not think the cost would be very great.

Dealing with municipal matters, he represented Rainham in the County Council for seventeen years. It was too long a period, if there were honors in the office then they should be passed around. He noted that in the Provincial program for "good roads" this year 500 miles were to be built. He would say to the Hon. the Minister of Highways "Build all you can without new burdens being placed upon the people of the Province." Everybody must share the cost of the work so why not have them go while we are at it.

#### REEVE STALKER, SIMCOE

Reeve Stalker of Simcoe said that when they were invited to a banquet at Port Dover—instigated by the Brothers Misner—they might look for something of this nature being sprung upon them. He did not think it was in the interests of Port Dover to refer to Dog's Nest as "Mud street" for tourists might fight shy of the road on account of the name; whereas Dog's Nest might remind them of succulent hot dogs and they might be attracted to the spot in the hope of finding the origin of the h.b. He thought that the link should be completed but he recalled the large deputations at the county asking for new roads in every quarter and of course someone must be disappointed. He thought a good name for the Dog's Nest road would henceforth be Wisner's Mudway.

#### ROAD SUPT. MCBURNIE

Road Superintendent McBurnie of Cayuga thought it was a good thing for the two counties to get together and talk things over. Norfolk and Haldimand should be as one; they had much in common; were doing business with each other all the time and there was a constant stream of people going back and forth making it almost as one large county. The Hagersville market was now more or less a fruit exchange and it seemed that the majority of the sellers were from Norfolk county. Of course it must be remembered that he spoke only as a servant of the county and what he had to say was his own private opinion. He thought that it was of vital importance to the future good will of the two great counties that each co-operate and build the short stretch of roadway. Like the previous speakers, he had been thinking of the opening of the peace bridge at Buffalo and the impetus it would give to the tourist traffic in this part of the Province throughout the summer months. He thought 1927 would be the greatest in the history of the Province and of the 4th Dominion and the average tourist was a good spender and knew of no better route than to follow the lake. The turn-out at Nanticoke as at present means a great deal to Port Dover and to all towns to the west. The road connected up the leading artery into Port Dover and it must be completed and made a first-class road. Referring to the change in the provincial system that seemed to make the building of this link even more important. The road starting from Pt. Bailard and running right through to Nanticoke had been surfaced as a paved A1 road. Haldimand had experimented as to the kind of road to build. They had good roads throughout the county at good roads, radio, rural mail, and other modern and up-to-date conditions all helped to keep the boys on the farm and would help them there.

#### A. B. HOOVER, PORT DOVER

A. B. Hoover of Port Dover was not a councillor as reeve, but had been invited as he was interested in the building of the link of roadway. He was emphatic in his reasons for supporting such a project and from the splendid turn-out it began to look as if they meant business and something would at last be done in the way of connecting up the road systems of the two counties. He had occasion to use the road quite a lot. And it was a hardship. When it was soft the road was too muddy to get through; and when it froze it was too rough. He liked to ship his fish via Port Dover because the railway company placed a refrigerator car at Port Dover for the shippers whereas a large number of boxes had to be guaranteed to get the same accommodation at Jarvis. He hoped that as a result of this get-together banquet definite action would not be withheld any longer and that the work would be proceeded with and rushed to completion.

#### W. H. WHEELER, SELKIRK

W. H. Wheeler of Selkirk declared that this was his first year in council and therefore not too much should be expected of him. He had always advocated good roads and had been one a deputation that had waited on Dr. Berry and Mr. Kent to get something done and had the assurance of these gentlemen that they would do all they could to get action. Like Mr. Hoover, he was engaged in the fishing business and he supported all that the previous speaker had said. They wanted to ship their fish from Port Dover, but the road made it almost out of the question. He

had noticed that the tourist traffic had increased more and more each year and on Sundays the amount of traffic using that particular road was beyond description. It was one condition at night, and goes to show that it is of vital importance that the work be carried out without delay. He knew of no better counties and he was sure it would be a good move to connect up this small link.

The road would help Port Dover and would also help all the other towns and villages.

#### A. C. BURT IS IN FAVOR

Reeve Burt of Simcoe thought that the road should be included in the county system, but during his tenure of office as Reeve of Simcoe and member of County Council he registered the delegations that came and petitioned for more roads! more roads! and on this particular occasion before the petitioners had left the hall came the label of the delegation of ratepayers crying "Cut out the road work! Cut out the road work! Economize! Economize! Economize!" This strip should undoubtedly be fixed and while on the subject he would say to the county representatives to also include a piece of road near La Selata. A lot of money was expended and the county officials were almost at their wits end to find the money to best advantage. At Nanticoke he understood that there was a plentiful supply of stone adjacent the road so the costs can be cut to a minimum.

Ever since he had taken interest in municipal matters he had heard of road 102 and the demand for roads was so great that the people asking for them rarely stopped to consider where the money was coming from to pay for them. It required some big effort to go on adding to the mileage and then endeavour to reduce taxes.

The bonded indebtedness of Norfolk was only about \$500,000 whereas Simcoe was bonded to the amount of \$750,000 and were still spending, and this year were talking of new sewage disposal plants, additions to the waterworks system, etc., and Dew would have kept on telling of Simcoe's plans and ambitions had not the county town reeve intervened.

#### REEVE SHERK, RAINHAM

Reeve Sherk of Rainham was in hearty accord and wanted to see the road built. There was a lot of traffic and this would be trebled if the road were built. It had doubled in the last five years. And the road was more particularly needed when one considers that they have no railway communication. The road was of vital importance and he was strongly in favor of the counties getting together and each doing its part.

#### GUY R. MARSTON IS IN FAVOR

County Engineer Guy R. Marston said that Mr. McBurnie was a servant of the county and not a servant of the county and not a servant of the county and not a servant of the county. He was convinced from the arguments put forward that the road in question would serve county purposes more than be a local benefit and he could see no objection to the county including it in the 1927 program. Referring to G. L. Miller, suggestion that road making was a lost art, the speaker did not agree. He contrasted the system in vogue in England today where climatic conditions were not comparable to our own, and yet they built a road of six inches, eight inch cement base as compared with our own system of a six-inch-over-all road and expect the same results.

Mr. Marston noted the change of times when a few years ago he attended with a deputation to the provincial Highways Dept. asking for a road from Dover to Simcoe. Every member of that deputation had tried to lay claim to the fact that the road would be used a lot by tourists and each time the minister nodded "No." As the last speaker Mr. Marston had emphasized the need of the road for general commercial purposes—there was a canning company in each town and the need of the road would mean thousands of dollars to the entire district. "Granted" said the minister. Today the tourist traffic is of almost paramount importance and was a big asset. Mr. Marston gave a very interesting talk on the various kinds of roads and their suitability to local conditions and from his address we would say that if it is left to the discretion of the county engineer, we will have the road from Dog's Nest to townline paved and included in the county system.

#### REEVE SAUNDERS, WALPOLE

Reeve Saunders of Walpole thought the get-together would accomplish the object in view. With the completion of this little stretch he would see the consummation of one of his cherished dreams since boyhood days. He used the road perhaps more than anyone else present and it would be a great help to the farmers of that community. He had been trucking his wheat to Port Dover mill but the bad road meant he had to take the long way round. It meant a lot to Port Dover. The farmers would get in with their produce and would in turn purchase their produce which they did not grow in Norfolk. It was a main artery and would best serve all the district—not just the local farmers. It would prove a great impetus to tourist traffic as well as to commercial interests and should be built. He gave it as his opinion that the work would have been done long before but it was the policy of the county of Haldimand not to build a road to a dead end and now that Norfolk is willing to do her share he believes that Haldimand will put no difficulty in the way.

#### THANKS! SAYS REEVE MISNER

Summing up, Reeve Misner thanked all the speakers for their remarks and he was convinced beyond doubt that the road would be completed this year. He liked the friendly feeling and spirit of co-operation that existed and the meeting closed with the singing of the National Anthem.

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