

gravel and dump it as directed on the road counted as two days.

When certain roads became well established as prominent roads leading to market places, it became necessary to maintain such roads in a manner that goods could be hauled over them, during all seasons of the year. Since money was not available by local taxation for road maintenance, groups of settlers formed companies and took charge of the roads. In order to raise funds to keep the roads in passable condition and make a profit, the companies had toll-gates erected at strategic places three to five miles apart. The toll rates were: single horse one way 5c, to return the same day 8c, a team one way 10c to return same day 16c, cattle 2c each, sheep 1c each. Around 1890 county council bought these toll roads and dispensed with the gates and these roads became county roads.

The Shelton Gravel Pit located on the Dereham and West Oxford town line furnished a great deal of the gravel for West Oxford township roads. One record in 1894 shows that George Shelton Sr., sold 14 cords of gravel for \$5.60. The present Mrs. George Shelton (Josie) granddaughter-in-law estimated that the cost at that time was 8c a cubic yard, and in 1975 cost of 1 cubic yard was 30c at the same pit.

The first powered crusher in the Shelton Pit appeared around 1912-1914. It was powered by a one cylinder gasoline motor. There were many gravel pits in the early part of the century. As near as can be determined, the larger ones were owned by John Cuthbert, James Currie, J.R. Elliot, J.S. Reynolds, George Bragg, Karn, A. Almas, Dr. Carroll, John Woret, A. Williamson.

In 1974 the provincial government through the ministry of Natural Resources took control over gravel pits. There are a number of regulations concerning them. It is necessary to obtain a permit to operate a pit. The ministry collects 2c a ton for all sales which is held in

trust. The gravel pit owner is reimbursed as land is rehabilitated. This can be done gradually. The following pits are licensed - Gordon Wiseman 1 Lot 1 Con. 1; 2 Lot 4, Con. 5; 3 Lot 4, Con.5; Oxford Sand and Gravel Lot 4, Con. 4; Victor Cuthbert part of South half of Lot 4, Con. 5; I-O-N-X Incorp. operated by Thornton Sand and Gravel Ltd. Lot 1, Con. 1.

Cattle were pastured on the road in the early days. Stock tags, later called cow tags, were sold by the township for \$2.00 per cow for the season. In 1933 this by-law was cancelled. The motor traffic became so great it was necessary to discontinue this practice.

Motor traffic also required more maintenance of the roads. Statute labour was discontinued and men were hired to do roadwork. The early road graders were horse drawn. The first powered grader was bought in 1937.

An early by-law might have caused red faces to farmers who were apprehended for racing their horses and vehicles and for swearing on township roads.

In 1942, a by-law was passed appropriating \$6500 for expenditure on township roads, divided as follows - salary for the road superintendent \$800, for maintenance of roads and repairs \$5700.

A letter was received notifying council that non marked gasoline must not be used in the unlicensed equipment without first obtaining the consent of the oil controller. A letter stressed the need to salvage bones and fats. It also explained the Toronto plan for collecting same. Another letter from the West Oxford Women's Institute requested a share of the returns from the collection of salvage for their Red Cross work.

The hourly rate of pay was raised from 30c an hour to 35c. Gordon Wiseman was paid \$3.50 an hour for man and equipment to snow plow.

This same year permission was granted to the Gypsum Lime and Alabastine Co. to alter the course of