

towards public works. In 1977 the actual dollars spent were \$163,127 including a subsidy of \$122,000 from the provincial government through the Ministry of Transportation and Communications. The road subsidy from the Provincial Government will be \$136,500 in 1978, allowing for a budgetted expenditure of \$187,200.

The Township is responsible for three bridges within its boundaries. Following the advice of the Ministry of Transportation and Communications in 1977, the services of a firm of consulting engineers were retained, at a cost of \$1,131, to appraise the condition of the bridges. Following the advice contained in the appraisal the Township has been attempting to make improvements as noted below.

1. Springtown Bridge. This bridge crossing the Madawaska River at Springtown was partially redecked during the fall of 1977 with treated, laminated 2 x 6 hemlock. Materials and labour for this job cost \$7,500. It is hoped that time and money will permit the south span of the bridge to be redecked before the winter of 1978.
2. Halliday Creek Bridge. This bridge spanning the Halliday Creek in Ashdad will have its deck repaired and railings painted during the summer of 1978. The replacement of this bridge with large culverts is being contemplated for 1979.
3. Grassy Bay Bridge. This bridge on the Barryvale Road was redecked in the summer of 1975. The steel railings will be painted in 1978.

While reconstruction of Highway 508 was taking place in 1976 arrangements were made for delivery of crushed gravel, approximately 3,000 cu. yds. being laid directly on the Norton Road, the Townline, the Norway Lake Road, and part of the Barryvale Road. An additional 6,000 cu. yards were stockpiled, with about half being applied to other roads in 1976, and the remainder applied in 1977.

A further 2,000 cu. yards will be stockpiled for use in 1978, while another 3,000 cu. yards will be applied

to roadways directly by the supplier when required. Prices have escalated considerably, and these 5,000 cu. yards will cost in excess of \$15,000.

It is standard practice to apply as much calcium as budgetting will allow for road surface and dust control. Due to the many miles of gravel road calcium is costly. The amount applied in 1977 cost \$10,900. A similar program in 1978 will cost about \$12,000.

While there are many costs about which we can be specific, there are others that cannot be easily counted. Long, narrow, hilly, rocky roads, which are sparsely populated as well, are difficult and costly to maintain. Such roads take a heavy toll of equipment, and frequently make expensive repairs necessary. Furthermore, almost every week for three seasons of the year two or three of our crew must spend hours undoing the engineering expertise of beavers who have blocked the flow of water through culverts. The problems of the real bad roads, and the beaver war as well, will likely take several more years to solve.

5. PUBLIC WORKS 1978

The public works program for 1978 is once again a fairly comprehensive one where improvements are concerned. Continued attempts will be made to provide some service everywhere relative to population and traffic, need and priority. This is the policy which has been followed for the past several years, and many will agree that gradually some significant improvements have been made to our road system.

6. TOWNSHIP GARAGE AND YARD

Early in 1976 a new 2-bay garage was completed for the use of the Public Works Department. The size of this building is 40' x 40', and the structure has proven most useful for the storage and maintenance of both light and