

Rural Municipality of St. Andrews

DEBENTURE ISSUE FOR ROAD CONSTRUCTION

It is proposed to take advantage of the assistance offered by the Provincial Government in the construction of a system of **Market Roads** as shown on the accompanying map, under the provisions of the **Good Roads Act**.

THE SYSTEM as laid out consists of 36 miles of Provincial Highway leading from the Main Highway at Parkdale North to Winnipeg Beach, and 75 miles of Market Roads so located as to serve the Municipality as a whole to the best advantage.

THE ESTIMATED COST of the system which is \$424,782.00 provides for the construction of a twenty foot roadway on the Provincial Highway and a standard eighteen foot roadway on all the Market Roads both of which will be surfaced with gravel six inches deep and ten feet wide, also for the construction of reinforced concrete culverts and bridges at road intersections, farmer's crossings, or wherever required at creeks or drainage ditches.

BY THE PROVISIONS OF THE GOOD ROADS ACT the Government provides two-thirds of the cost of constructing and maintaining the Provincial Highway, and one half of the cost of constructing the Market Roads. All work will be done under the supervision of the Good Roads Board.

THE GOVERNMENT AND MUNICIPALITY WILL SHARE THE COST OF THE SYSTEM as follows:—

	Total	Govt's. share	Mun's. share
36 Miles Provincial Highway	148,491.00	98,994.00	49,496.00
75 Miles Market Roads	276,291.00	138,145.00	138,145.00
TOTALS	424,782.00	237,139.00	187,641.00

As the larger proportion of the system serves that part of the Municipality lying in the Townships and as the River Belt is at the present time meeting all payments on 30 year Debentures issued in 1912 for the construction of a Main Highway between Winnipeg and West Selkirk, the greater proportion of the cost of constructing the new system will be justly borne by the Township area.

The manner in which the Government and Municipality will share in the cost of construction in the River Belt and Townships is as follows:—

ROADS IN RIVER BELT	Total	Govt's. share	Mun's. share
5 miles of Provincial Highway	24,575.00	16,383.00	8,191.00
9 miles of Market Roads	30,354.00	15,177.00	15,177.00
TOTALS	54,929.00	31,560.00	23,368.00
ROADS IN TOWNSHIPS			
31 miles of Provincial Highway	123,916.00	82,610.00	41,305.00
66 miles of Market Roads	245,937.00	122,968.00	122,968.00
TOTALS	369,853.00	205,578.00	164,273.00



GRAND TOTALS FOR 111 MILES OF PROVINCIAL HIGHWAY AND MARKET ROADS	424,782.00	237,139.00	187,641.00
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MUNICIPALITY
OF
ST. ANDREWS

LAKE

WINNIPEG

GOOD ROADS SYSTEM

PROVINCIAL HIGHWAY - 
MARKET ROADS - 

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Department of Public Works
Office of Highway Commissioner
Winnipeg, March 23rd 1916

Highway Commissioner

Made by R.D.H.

TO PROVIDE THE MUNICIPALITY'S SHARE OF THE COST of constructing the system namely \$187,642.00, the Council proposes to issue 30 year Debentures bearing interest at 5½% which will necessitate 30 equal annual payments of interest and principal of \$12,910.80. To meet these payments levies on the districts concerned will be made as shown below :—

DISTRICT	Assessment	Levy	Revenue
River Belt (exclusive of Parish of St. Peter)	808,400.00	2 mills	1,607.88
Township area	2,122,920.00	5 mills	11,302.92
TOTALS	2,931,320.00		12,910.80

Note : As no roads are being constructed in Parish of St. Peter no levy will be made.

THE AVERAGE ASSESSMENT OF PROPERTY IN THE RIVER BELT being \$35.00 per acre the road taxes on the average acre will be 7 cents per annum.

THE AVERAGE ASSESSMENT OF PROPERTY IN THE TOWNSHIP AREA being \$14.00 per acre the taxes on the average acre will be 7 cents or \$11.20 per quarter section per annum.

The estimated cost of constructing the average mile of road in the Municipality is \$3,827.00.

The Municipality's share of the cost of constructing the average mile will be \$1,690.00.

From data gathered by the Highway Department where Good Roads replace bad ones it is shown that the values of farm lands bordering on the roads increase to such an extent that the cost of road improvement is equalized if not exceeded. General land values, also as well as farm values show marked advances following the improvement of roads.

One of the farmer's greatest problems is that of marketing his produce, and the degree of success with which he handles this problem to a large extent governs the size of his bank account. No one factor has a more direct beneficial bearing on the problem of transportation than **GOOD ROADS**.

By actual experiment it has been demonstrated that the cost of operating motor trucks over well maintained gravel roads costs 3 to 4 cents per mile less than on roads such as at present may be found in St. Andrews Municipality exclusive of the Main River Road.

DIRECT ADVANTAGES OF GOOD ROADS SYSTEM

(1) The Government pays approximately 4/7 of the cost of constructing the whole system, 2/3 of the cost of constructing and maintaining 36 miles of Provincial Highway, and 1/2 of the cost of constructing 75 miles of Market Roads.

(2) All work will be carried out under the supervision of the Good Roads Board.

(3) Permanent culverts and bridges safe for heavy loads, with annual cost of maintenance reduced to a minimum.

(4) The system will give you good roads **NOW** while you are alive to use them. The coming generation will receive their advantages and will also help to pay for them.

(5) Good Roads enrich the social life of the farming community.

(6) Good Roads reduce the cost of farming and after paying additional tax, **IF ANY**, the farmer is still money ahead.

(6) Good Roads will add to the market value of every acre of land which they serve.

THE DEBENTURE BY-LAW

This by-law requires the consent of the ratepayers before coming into force. Voting on the by-law will take place on Tuesday, December 16th, 1919, at the same polling booth and at the same time as the Municipal Elections. If the ratepayers express themselves in favour of the by-law, the debentures will be sold and work begun on the system as early as possible in the Spring of 1920.

EVERY TAX PAYER ASSESSED for \$400.00 OR OVER IS ENTITLED TO VOTE ON THE DEBENTURE BY-LAW AND IS URGED TO BE PRESENT TO CAST HIS BALLOT.

PLACE
STAMP
HERE