

20  
should have a frontage, and all roads tended to focus on a main route, so as to get access to markets &c. Various Boards ~~were~~ or councils were formed and persons elected to represent the various districts were elected by the residents of these various districts and they were given the power to levy and collect certain amounts called rates & these moneys were disposed of in the making of these roads mentioned and also to erect bridges or culverts to take off the surplus water but to give free access anywhere. When settlement was sparse and not much traffic on them it was not of so much importance that very good surfacing was always required, and especially in the summer months, but when the winter came it was of very great importance that there should be sufficient drainage, so as to take the water away from the surface. These roads were then improved by what was called forming and the formation left was that the centre of the roads should be ~~higher~~ higher than the sides. ~~The~~ good camber as it might be called and so with the plough and scoop this work was done. This work was a source of income for very many farmers who undertook to do this work, when other duties did not require attention. But this was looked upon as a real

Rance M. Adams Rd.

43  
source of ready money. The roads in general were one chain wide but in most cases only the half of that would be formed. Later however the full chain was ~~done~~ done and so there was plenty of room to deviate should there be bad stretches. But when there was considerable traffic, such as carting produce away, it soon became necessary that something more solid was needed, and so these roads were all shingled as it was called, that is that the stone, or gravel which was every where abundant on Upper Land was carted on and placed along the centre of the roads. I am given to understand that the old method in "the old country" many many years ago was to hollow out in stead of building up. And I think that it was a Dr<sup>r</sup> McAdam that made the discovery of putting metal on the roads. At any rate his roads were every where about and all needing improving that then was the origin of all those pits that are to be seen in very many parts of the country at any rate in Canterbury. What a difference now and how different from the experience, that the person with the team and load of produce might find himself bogged in soft ground and when once there was a rut, it very soon became a big hole.