

COUNTY ENGINEER WILSON TELLS OF YEAR'S WORK ON THE ROADS

County Engineer James Wilson today submitted to the Levy Court his annual report showing the work done on the roads of New Castle county during the past year. It deals particularly with highways that are not of macadam, mostly the dirt roads in the various hundreds. The report shows much good accomplished and a material return to the county for the money expended. Pencader hundred, it is shown, is the only hundred that has a road debt, it owing \$600. This is in gratifying contrast with conditions a few years ago, under the old system, when each hundred had a big burden of road debt. This report is as follows:

TO THE PRESIDENT AND MEMBERS OF THE LEVY COURT OF NEW CASTLE COUNTY, DELAWARE:

In accordance with an Act passed by the General Assembly, 1907, entitled "An Act to provide a system for the repair and improvement of the public roads, bridges and causeways in New Castle County; for the collection of Hundred Road Taxes heretofore assessed and levied, and to repeal all Acts inconsistent therewith," I beg to submit the following:

APPOQUIMINK HUNDRED.
N. W. Vanhorn, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 1,455.84
Cash received—
Western Union Telegraph Co. 3.00
Diamond State Telephone Co. 8.89
Taxes 3,392.72
Total \$ 4,850.25

Disbursements.
Labor 1,585.87
Hauling 1,011.86
Materials 1,079.78
Town of Townsend 400.00
Miscellaneous Road Account 40.00
Total \$ 4,117.51

Balance on hand April 1st, 1913 \$ 772.74

The balance of this hundred is as above stated, \$772.74 without any debt. Our balance this year is smaller than last year because of building several reinforced concrete bridges and culverts to replace old worn out wooden ones. Ten (10) miles of new road were made and about twenty (20) miles re-formed by means of the road scraper and road drags. In dragging and re-dragging some forty (40) miles were gone over. Six (6) wooden bridges were repaired and six culverts had concrete headers put on their ends. Three (3) bridges were rebuilt, one of which was of concrete, and fifteen (15) new culverts put in. We also put in 336 feet of cement culvert pipe, where this kind of pipe could be appropriately used. About 600 feet of ditches were dug. We used 4,500 feet of lumber and eighty-two (82) barrels of cement, besides stone and sand. Many holes were filled and other general work done.

BLACKBIRD HUNDRED.
Wm. H. Fennimore, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 2,272.47
Cash received—
Western Union Telegraph Co. 3.00
Diamond State Telephone Co. 5.88
Room rent 25.00
Taxes 2,573.85
Total \$4,880.23

Disbursements.
Labor 1,846.12
Hauling 1,376.73
Materials 1,268.62
Miscellaneous road account 40.00
Total \$ 4,531.47

Balance on hand April 1st, 1913 \$ 348.76

Our balance this year is smaller than last in this hundred for the same reason as in Appoquimink. We built four (4) very fine re-inforced concrete bridges at the following locations: Gun Bush bridge, 30 feet wide with 12 feet wing-walls and ten feet span. Friendship Church bridge, 22 feet roadway, ten feet wing-walls and ten feet span. Comp-meeting woods bridge, 20 feet roadway, ten feet wing-walls and 8 feet span. I mention these bridges particularly because they are each of them of very fine appearance and of very good workmanship. We have put in quite a number of iron and cement culvert pipes and have put concrete walls to several of them, and have repaired 35 wooden bridges and trunks. Fifteen (15) miles of road were scraped and in all about twenty (20) miles dragged, besides other general good work. In this hundred and Appoquimink hundred we have within the last four years put in twenty (20) re-inforced concrete bridges similar to the four described above.

BRANDYWINE HUNDRED.
Wm. Pennington, Jr., Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 2,697.78
Cash received—
Western Union Telegraph Co. 14.40
Delaware & Atlantic Telephone Co. 42.60
Taxes 12,700.79
Wilmington Yacht Club 291.83
Sale of Cement Bags 29.10
Total \$15,776.36

Disbursements.
Labor 6,846.62
Hauling 2,609.51
Materials 4,705.09
Miscellaneous Road Account 40.00
Overpaid Taxes 12.15
Total \$14,213.37

Balance on hand April 1st, 1913 \$ 1,562.99

A great deal of work has been done in this hundred principally stone work. We have built and repaired thirteen (13) culverts of re-inforced concrete and have repaired Five (5) bridges. About two (2) miles of road in all have been stoned, most of it Telford, and about two (2) miles was resurfaced with cinders. Some fourteen (14) miles of road were dragged and kept in order, and several miles of ditches re-dug. Four (4) hills were cut down and the road graded. One of the worst of these hills, the hill leading up from the Rising Sun bridge was in a most deplorable condition, but since re-grading, plugging and re-surfacing with

cinders, it is in very fine condition. We used (16) car-loads of crushed stone, 13 car-loads of cinders, 216 feet of metal pipe, 100 barrels of cement, 40 tons of sand and steel I beams and several boxes of dynamite.

CHRISTIANA HUNDRED.
Moses Lowther, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 3,778.08
Cash received—
Western Union Telegraph Co. 14.40
Del. & Atlantic Telephone Co. 49.16
American Telephone Co. 13.09
Freight rebate 55.68
Insurance rebate 1.61
Sale Crushed Stone 19.42
Taxes 11,515.80
Total \$ 15,247.24

Balance on hand April 1st, 1913 \$ 2,425.37

Much of the road work in this hundred, as in the other hilly hundreds, consisted in repairing the ravages made the previous summer and fall by the unusually heavy storms, which we were unable to fully repair before the winter season came on us. We however scraped about ten (10) miles in the southern district and afterwards dragged them. Seven (7) new bridges were put in, two (2) of plank and five (5) of concrete, two (2) of which were rather large and from their location necessitated long, heavy wing walls. They took the place of two old narrow dry wall culverts which were never of sufficient width to carry the excess water and caused continual damage to the roads at their respective points. One other bridge was a concrete arch bridge put in by the Luton Bridge Company. Four (4) culverts were rebuilt, two (2) of concrete and two (2) of plank. Six (6) bridges and four (4) culverts were repaired. The short piece of road connecting the Kennett Square road and the Wilmington-Kennett turnpike back of the lower Brandywine Presbyterian church, about one thousand (1,000) feet was given out by contract to Mr. Patrick Mundy, who was at that time working on the Kennett road, and entirely rebuilt as a graded macadam road. We had him also grade the hill leading towards McGuire's and put in a four (4) feet concrete culvert to replace an old wooden one. We also two (2) metal culvert pipes where we crossed the pike and concrete ends put on them. We re-dressed with Dyer Birdsboro stone part of the Buck lane, and put in a large metal pipe with concrete ends and cut-offs to pass part of the water flow to the other side.

PENCADER HUNDRED.
W. K. Brooks, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 1,728.52
Cash received—
Western Union Telegraph Co. 1.20
Del. & Atlantic Telephone Co. 30.72
Taxes 3,973.72
Total \$ 5,734.16

Disbursements.
Labor 2,281.66
Hauling 1,230.52
Materials 1,086.15
Bond 300.00
Interest on bonds 36.00
Miscellaneous road account 40.00
Repairs to carriages, caused by obstruction 9.50
Total \$ 4,983.57

Balance on hand April 1st, 1913 \$ 750.29

This is a very hard hundred to keep in good condition, with the comparatively small amount of road tax money available and the long road mileage. One part of the hundred is low and flat, necessitating heavy ditches along the roadway for draining, while the other part is hilly and abrupt. We have repaired and dragged, several miles of ditches dug, and a large number of holes filled. A short distance of road was stoned. Five (5) hills were cut down and the grade lessened.

RED LION HUNDRED.
S. L. Beck, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$1,606.73
Cash received—
Western Union Telegraph Co. 1.60
Diamond State Telephone Co. 14.70
Taxes 2,788.78
Total \$4,411.81

Disbursements.
Labor \$1,425.03
Hauling 1,039.42
Materials 312.92
Town of St. Georges 100.00
Miscellaneous Road Account 40.00
Corbit Bridge 469.00
Overpaid Taxes 53.02
Total \$3,439.39

Balance on hand April 1st, 1913 \$ 972.42

The roads in this hundred are in good shape. We have scraped and rounded up over twelve (12) miles of road, dragged and re-dragged some (30) miles and have cleaned out and re-dug many miles of ditches. We have built two (2) new re-inforced concrete arch bridges, eight (8) feet centres, contract of the Luton Bridge Co., York, Pa., have repaired two (2) large plank bridges and ten (10) culverts, and have put in six (6) new metal culvert pipes. Three hilltops have been cut off and much other road work done.

ST. GEORGES HUNDRED.
J. C. Alston, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$ 5,836.56
Cash received—
Western Union Telegraph Co. 4.20
Diamond State Telephone Co. 23.66
Taxes 9,348.93
Rent of Gravel Pit 20.00
Sale of Gravel 77.40
Total \$15,310.75

Disbursements.
Labor 2,392.52
Hauling 4,412.44
Materials 2,221.62
Overpaid Taxes 2.06
Miscellaneous Road Account 40.00
Gravel Pit 14.00
Town of Odessa 434.32
Town of Middletown 1,717.35
Collection Charges 375.68
New Bridge 1,209.20
Total \$12,819.19

Balance on hand April 1st, 1913 \$ 2,491.66

Many miles of road in this hundred, since having been formed up by the steel scraper, are now kept in fine condition with the road drag and will compare very favorably with the gravel roads of anywhere. This year we have scraped twenty (20) miles of road and dragged about twenty-five miles three and four times, and dug about two (2) miles of ditches. We

Cash received:
Western Union Telegraph Co. 5.10
Del. & Atlantic Telephone Co. 36.70
Diamond State Telephone Co. 7.37
Taxes 4,295.52
Total \$8,351.39

Disbursements.
Labor \$1,704.01
Hauling 1,034.34
Materials 1,324.21
Overpaid taxes 5.70
Miscellaneous road account 40.00
Hare's Bridge 484.00
School House Bridge 267.60
Cut-off Bridge 351.16
Total \$5,171.12

Balance on hand April 1st, 1913 \$3,180.27

We have a good working balance in this hundred, although much work has been done. We have scraped twenty-five miles of road and dragged twenty-five miles (25) several times and some stretches five times. Three (3) reinforced concrete bridges, with their corresponding wing-walls and floors, were built by contract, and six (6) repaired. Eight (8) metal culverts were put in and three (3) new plank ones and four (4) repaired. We resurfaced one-half mile of road with gravel, one-half mile with oyster shells, fifteen hundred (1500) feet with cinders and one thousand (1000) feet with stone, and cut down four (4) hills. We used 305 feet of metal culvert pipe, 2400 feet of lumber, 6700 bushels of oyster shells, 310 tons of stone and 650 loads of gravel. The roads were kept in general good condition by the road drags.

WHITE CLAY CREEK HUNDRED.
Forrest Lovett, Supervisor.

Receipts.
Balance on hand April 1st 1912 \$2,094.54
Cash received—
Western Union Telegraph Co. 7.20
Del. & Atlantic Telephone Co. 16.78
American Telephone Co. 13.09
Taxes 3,720.68
Work on Race bridge 21.15
Work on Del. College Field 16.00
Total \$5,889.44

Disbursements.
Labor 1,777.83
Hauling 406.35
Materials 871.27
Overpaid Taxes 11.45
Miscellaneous road account 40.00
Christiana Bridge, Luton Bridge Co. 172.50
Drinking Trough 5.00
Total \$3,284.70

Balance on hand April 1st, 1913 \$2,604.74

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ed and in all some forty (40) miles dragged and several miles of ditches dug. We rebuilt seven (7) bridges, six (6) of timber and one (1) of re-inforced concrete. Twelve (12) bridges were repaired and eight (8) metal culverts put in. We also re-surfaced over a mile of road with creek gravel and cut down two (2) hill tops.

MISCELLANEOUS ROAD ACCOUNT.
Receipts.
Balance on hand, April 1, 1912 \$ 271.14
Cash received—
From the ten rural hundreds, \$40 each 400.00
Total \$ 671.14

Disbursements.
Printing, stationery, etc., and all other expenses used in county engineer's office \$ 430.70
Balance on hand, April 1, 1913 \$ 240.44

RECAPITULATION.
Appoquimink hundred—Receipts, \$4,850.25; disbursements, \$4,117.51; balance, \$732.74.
Blackbird hundred—Receipts, \$4,880.23; disbursements, \$4,531.47; balance, \$348.76.
Brandywine hundred—Receipts, \$15,776.36; disbursements, \$14,213.37; balance, \$1,562.99.
Christiana hundred—Receipts, \$15,247.24; disbursements, \$13,821.87; balance, \$1,425.37.
Mill Creek hundred—Receipts, \$10,919.46; disbursements, \$7,641.71; balance, \$3,277.75.
New Castle hundred—Receipts, \$8,351.39; disbursements, \$5,171.12; balance, \$3,180.27.
Pencader hundred—Receipts, \$5,734.16; disbursements, \$4,983.57; balance, \$750.29.
Red Lion hundred—Receipts, \$4,411.81; disbursements, \$3,439.39; balance, \$972.42.
St. Georges hundred—Receipts, \$15,310.75; disbursements, \$12,819.19; balance, \$2,491.56.
White Clay Creek hundred—Receipts, \$5,889.44; disbursements, \$3,284.74; balance, \$2,604.74.
Total receipts, \$91,411.09; total disbursements, \$73,024.20; total balance, \$18,386.89.

RECAPITULATION OF LIABILITIES.
Appoquimink hundred—1907, \$940.35; 1908, \$337.27.
Blackbird hundred—1907, \$187.43; 1908, \$7,556.21; 1909, \$5,314.61; 1910, \$3,749.23; 1911, \$1,000.

and tear is not so great, and besides the old rule of the greatest good for the greatest number must be born in mind. These roads require not only maintenance, but with their bad drainage, steep hills, land washed from the adjacent field, etc., constant repair. The dirt road supervisor should therefore understand that his position is a very important and vital one to the community and should give his best thought and energy to solving the different problems presented in his work.

HOUSE DRAINAGE ALONG PUBLIC ROADS.
In many of our small villages and adjacent urban towns it is the custom to empty the house slops into the road gutter by pipes or otherwise. This practice is very deleterious to the road, ugly to the sight and smell, and I believe unsanitary. I sincerely hope those who are now doing this will find a way to eliminate it.

MACHINERY.
At the end of the road season, all Supervisors should thoroughly oil and paint their road machinery and get it under cover until the following spring even if it is necessary to pay rent for them.

LABOR.
The labor question has been a very serious one with us for the last two years. Most all available men being employed by contractors at a better wage scale, we hope however that the farmers may be better able to help us this year than last, but unfortunately for the roads the farmer is generally very busy in good road working season.

WIDE TIRES.
Narrow Tires as every one knows are destroyers of good roads, while Wide Tires are makers of good roads. We now have a law, passed by the last General Assembly, giving as a bonus for tires not less than Four (4) inches wide a rebate of One (1) Dollar per wheel yearly from the road tax of any one, provided the amount is not greater than three-fourths (3/4) of their road tax. I sincerely hope that many persons using our roads will take advantage of this law, as it would mean better roads and less money expenditure for repair and maintenance.

Yours very respectfully,
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