

Many other sections of like import might be referred to, but sufficient reference has been made to clearly show that the terms "public road" as used in said chapter six do not include bridges, and that the cost and expense of constructing bridges may not be apportioned between the county, township and land owners, but must be paid by the county.

Whether or not the terms "public road" include culverts is not so easy of solution. While a number of statutes would seem to indicate that the legislation treats culverts, like bridges, as a separate and distinct part or project in a road improvement, yet it is believed that the provisions are not sufficiently clear to limit the term "road" in its generic sense. This is particularly true when consideration is given to the fact that there is no legislation making separate and detailed provision for the construction of culverts by county commissioners other than what may be said to be found in said chapter six.

It would follow that culverts are included within the meaning of the terms "public road," and that the cost and expense of constructing culverts may be considered as a part of the cost of the improvement and be divided between the county, township, village and land owners.

Respectfully,
C. C. CRABBE,
Attorney General.

2502.

APPROVAL, 1 RESERVOIR LAND LEASE.

COLUMBUS, OHIO, May 18, 1925.

Department of Highways and Public Works, Division of Public Works, Columbus, Ohio.

GENTLEMEN:—I have your letter of May 14, 1925, in which you enclose the following lease, in triplicate, for my approval:

<i>Reservoir Land Lease</i>	<i>Valuation</i>
To John S. Bleecker, receiver for The Columbus, Newark and Zanesville Railway Company, site at Buckeye Lake, for dock-landing, bathing beach, dancing pavilion and other business purposes	\$100,000.00

I have carefully examined said lease, find it correct in form and legal, and am therefore returning the same with my approval endorsed thereon.

Respectfully,
C. C. CRABBE,
Attorney General.