

## Amendments to Municipal Act, 1893.

*Continued from last Month.*

Sub-section 3, referred to, applies to the passage of by-laws for licensing, regulating and governing hawkers and peddlers. This will be a welcome amendment to councils to many towns, the business of whose merchants is often seriously affected by non-residents selling from house to house. By-laws under this section require to be very carefully prepared, as we know that in many counties by-laws, supposed to be good, when questioned in the courts have been found to be insufficient. Apparently no limit is given for the amount that may be exacted for the payment of licenses, but it must be reasonable.

Section 504 is amended by adding the following sub-section, 10a, for the granting of any lease or leases to any person, firm or corporation for any period not exceeding three years, upon the making of any such lease or any portion of lands so required in the three next preceding sub-sections, but not immediately required for the purposes set forth in said sub-section. This refers to the leasing of property which may have been required by a city or town for the purposes of an industrial farm, parks or exhibition.

(12) For providing medals or rewards for persons who distinguish themselves at fires; and for granting gratuities to the members of the fire brigade who may have become incapacitated for service on account of injuries or ill-health caused by accident or exposure at fires, or from old age or inability to perform their duties, and to grant pecuniary aid or other assistance to the widows of persons who may be killed while in the discharge of their duties by accident at fires, or who may die from injuries received or from sickness contracted while in the service of the corporation as firemen.

Sub-section 11 of section 521 is repealed. This refers to giving of bounties for the destruction of foxes and other animals.

Section 533a is amended by adding the following sub-section 10.

The council of any united counties where the union is composed of three counties, may by by-law to be passed with the assent of two-thirds of the whole council, provide that when the united counties are required under this section to aid the construction or maintenance of any bridge or bridges situate within any one of the united counties, the council shall pay to the local municipality or municipalities the sum or sums agreed upon or awarded, and any costs which they may be required to pay, and shall thereafter from time to time, as occasion may require, pass the necessary by-law or by-laws for levying the same in the same or following year, from or upon the several municipalities of the county in which the bridge or bridges in respect of which such payment has been made, are situate. Such by-law shall not be repealed within ten years, and then only with the assent of three-fifths of the whole council. The council shall not enter into an agreement under sub-section 2 or 3 without the assent of a majority of the reeves and deputy-reeves who represent the county which will be ultimately liable to make the payments thereunder:

Sub-section 3 of section 535 is amended by inserting the words "form or," after the word "ponds," in the seventh line. Section 544a is added to as follows:

The council of every county, township, city, town or incorporated village through or adjoining which any toll road passes may enter into an agreement with the owner or owners of such toll road to expend on such road such statute labour or such sum of money as may be agreed upon for a limited number of years, and that at the end of the term of years agreed upon such toll road shall be made free and shall become the property of the municipality or municipalities in which the same is situate.

Section 630 is amended by providing that councils of townships and villages may provide for the purchase and laying of mains and other appliances and connecting with any existing system of waterworks. Sub-section 3 of section 630 is repealed and the following substituted:—"Section 614 of this act shall not apply to any works under the powers by this section conferred."

Sub-section 2 of section 630A of the said act is repealed and the new section reads as follows: "Sections 614 and 624 shall not apply to work done under provisions of this section."

Sub-section 1 of section 636A is amended by striking out the word "one-half" in the fifth line and inserting the word "two-thirds" in lieu thereof which requires a two-third majority of township councils before by-laws authorizing branch railways, tram and other railways along highways, can be passed. Sub-section 2 of section 636A is amended by providing that in case of agreement between municipal council and a street railway company defining the terms and conditions upon which the railway is to be constructed shall be published in full with the by-law required to be passed to levy the special rate. We consider this a very good provision as radial electric roads are being introduced in many parts of the province, and where councils grant aid to enterprises of this kind they are required to submit the by-laws to the people for their approval, and before they can vote intelligently they must be in possession of all the particulars of agreement under which the work is to be carried on.

Section 630a is amended by inserting after the word "Act" in the fourth line thereof "and the council of every such" and by substituting for the words "within these limits or within" in the seventh line in the said section, the words, "within or adjacent to its limits or adjacent to." This refers to the powers of municipal councils who are aiding iron and smelting works in certain districts, and extends the same powers which they have heretofore possessed to the council of any city. Sub-sections D and E make special provision in reference to the issuing of debentures for this purpose and for acquiring lands for smelting works.

A regulation that is being called for generally in the towns and cities throughout the province is that all bread and milk vendors have their tickets made of metal. This is to remove the danger of transmitting infection thereby.

## Amendments to High School Act, 1893.

Sub-section 6 of section 2 is hereby amended by adding thereto the following words, extending the definition of the words, "*Resident Pupils*": "or whose parents or guardians are assessed for an amount equal to the average amount of resident ratepayers of the district."

Section 31 is amended by adding thereto the following sub-sections:

When any county council is required, as herein provided, to pay the proportionate maintenance of county pupils at any high school in the county, it shall be lawful for any municipality, not included in a high school district, to provide for the payment of its share of the proportionate maintenance of such county pupils, by assessment on the ratepayers of the municipality. The amount payable in such case shall be in the proportion which the equalized assessment of the municipality bears to the equalized assessment of all the municipalities of the county, not included in any high school district.

(8) When any rate is levied, as aforesaid, then such municipality shall not be liable for the payment of any other rates for high school purposes, and all money so collected shall be paid to the county treasurer on or before the 15th of December in each year.

Section 35 is amended by striking out the word "municipality," in the first line, and inserting in lieu thereof, the word "county."

Section 37 is amended by adding thereto the following sub-section:

(4) The council of any municipality, not included in a high school district, may provide by assessment for the payment of any fees imposed by the county council on county pupils or by the board of trustees on non-resident pupils who reside in such municipality.

Electrolysis of water pipe due to street railway currents, is reported by superintendent George Reyer, of Nashville, Tennessee waterworks. A number of supply pipes on streets occupied by electric railways, have become unserviceable on account of pitting due to the pressure of ground currents. No main pipes have yet been injured, but some of those running parallel to car lines are said to be strongly magnetised. Some of the lead services were destroyed in two years, while under ordinary conditions such pipe in Nashville should last nearly fifty years.

Councils should see that the collector's bond is properly drawn up, signed and deposited with the clerk during this month.