

8008 to 8010 inc.—Sept. 7—Granting leave to the Canadian Machine Tel. Co., Ltd., to place its wires across the track of the G.T.R. at Lindsay and Burford, Ont.

8011 to 8014, inc.—Sept. 7—Granting leave to the Corp. of the Village of Burlington, Ont., to lay water main under the tracks of the G.T.R. at four points at or near the Village of Burlington, Ont.

8015—Sept. 7—Approving deviation of Montreal Road by the C.N.R. in the Tp. of Cumberland, Co. of Russell, Ont., mileage 41 west from Hawkesbury, subject to the conditions that the road as diverted be put by the C.N.R. in as good order as the existing road.

8016—Sept. 8—Approving by-law of the G.T.P. Ry. appointing A. B. Smith, manager of the Telegraph Co., to prepare and issue tariffs of tolls to be charged for the transmission of telegraph messages over telegraph lines owned and operated by the company.

8017—Sept. 8—Approving and sanctioning location of the G.T.P. from east line of Sec. 1, Tp. 53, R. 23, to south line of Sec. 3, Tp. 52, R. 24, west 5th Mer. Dist. of No. Alta.

8018—Sept. 8—Granting leave to the B. T. Co. to place its wires across the track of the M.C.R.R. at P. C., $\frac{1}{2}$ mile east of Welland, Ont.

8019—Sept. 8—Authorizing J. A. Coleman, of Winger, Ont., to lay gas pipe under the tracks of the G.T.R. at P. C., two miles west of Marshville Stn., Ont.

8020—Aug. 26—Authorizing the Pembroke Lum. Co. to lay water pipe under the track of the C.P.R. at or near the foot of Agnes St., Pembroke, Ont.

8021—Sept. 8—Authorizing the Corp. of the Town of Barrie, Ont., to lay sewer pipe under the tracks of the G.T.R. at Bayfield St.

8022 and 8023—Sept. 8—Granting leave to the Sask. Gov. Tel. to cross with its wires the track of the C.P.R. at two points in the Prov. of Sask.

8024 to 8026 inc.—Sept. 8—Granting leave to the Canadian Machine Tel. Co., Ltd., to place its wires across the track of the G.T.R. at three streets in the Town of Lindsay, Ont.

8027—Sept. 8—Authorizing the Orford Mt. Ry. to construct bridge No. 6 over Fyfield Brook, at Eastman, P.Q.

8028—Sept. 8—Authorizing the C.P.R. to construct bridge No. 125.2, Cascade Sec., over roadway near Vancouver, B.C.

8029—Sept. 8—Authorizing the Esquimalt & Nanaimo Ry. Co. to construct bridge No. 14.0 over Niagara Ravine, B.C.

8030—Sept. 8—Granting leave to the P.M.R.R. to move east derail and semaphore installed at Walkerville Jct., Ont., at Jct. with the C.P.R. to a point fifty-three feet further away from the crossing.

8031—Sept. 7—Granted leave to Robert Henry Edgar of Bowling Green, Ont., to place telephone wires under the tracks of the C.P.R. at Waldemar, Tp. of Amaranth, Lot 2, Con. 10, Ont.

8032—Sept. 9—Authorizing the Muncp. Corp. of the Town of Gravenhurst, Ont., to lay water service main under the tracks of the G.T.R. at Brock and Muskoka streets, Gravenhurst, Ont.

8033 to 8035 inc.—Sept. 9—Granting leave to the Sask. Gov. Tel. Sys. to place its wires across the track of the C.P.R. at Carievale, Sask., and two other points in the Prov. of Sask.

8036 to 8041 inc.—Sept. 9—Granting leave to the B. T. Co. to cross the tracks of the C.P.R. and G.T.R. at various points in Ontario.

8042—Sept. 9—Granting leave to the Canadian Machine Tel. Co., Ltd., to erect its wires across the track of the G.T.R. at Burford, Ont.

8043—Sept. 9—Approving location of G.T.R. Co.'s station at Bluevale, Ont.

8044—Sept. 9—Granting leave to the Centre Thorah Tel. Assn. to cross the track of the G.T.R. with its wires in the Tp. of Thorah, Ont.

8045 and 8046—Sept. 9—Granting leave to the B. T. Co. to cross the track of the T. H. & B. Ry. near Grimsby, Ont.; and the M.C.R.R. at Bridgeburg Stn., Ont.

8047—Sept. 9—Authorizing the V. V. & E. Ry. & Nav. Co. to construct bridge No. 439 over Similkameen River, between Keremeos and Princeton.

8048—Sept. 9—Granting leave to the Corp. of the Village of Stirling, Ont., to erect electric power wires across the track of the G.T.R. at Old Marmora Rd., Stirling, Ont.

8049—Sept. 9—Approving of location of C.N.R. Co.'s line up the No. Thompson River from Nekalston Creek to Coldwater River, B.C.

8050—Sept. 9—Approving location of the C.N.R. Co.'s line through Tps. 9-5, Ranges, 33-34, West Principal Meridian, and ranges 1-6, West 2nd Mer., mileage 16.09 to mileage 65.16, Prov. of Sask.

8051—Sept. 9—Authorizing the Q. Ry. L. & P. Co. to construct, maintain and operate proposed branch line of "Y" at St. Joachim, Co. of Montmorency, P.Q.

8052—Sept. 9—Authorizing the C.P.R. to lay its tracks across 18th St., Brandon, Man.

INEFFICIENCY OF DAY LABOR IN MUNICIPAL WORK.

The recently published reports of Metcalf & Eddy, of Boston, consulting civil engineers to the original Boston Finance Commission, are exceptional in the thoroughness with which facts have been collected and marshalled to specifically show the inefficiency of day labor in municipal work. They found the Sewer Department to be reeking with abuses. To inefficiency and lack of discipline were added inadequate inspection and the pernicious effects of contracts given through favoritism at excessive prices. In fourteen years the annual expenditures on account of sewerage had increased 175 per cent., while valuation had increased only 44 per cent. and the population but little more than half as much.

Inefficiency was manifestly the goal toward which the Department was steadily keeping its course. Of about 775 men engaged upon day labor nearly 70 per cent. were over 50 years, and nearly 20 per cent. over 60 years. Not only were many of the force physically incapable of doing a fair day's work, but discipline was practically lacking—each man was a law unto himself, subservient only to the politician to whom he owed his position. But not content with insuring inefficiency and increasing the force through such means, the defined measure of a day's work was in many cases so established as to become absolutely ridiculous were the matter not so serious.

One time-keeper carried a book from the office to the job once or twice a day; a carriage painter worked an hour some days, and on many days never appeared at all; two men were stationed on a dump for more than a week after the wagons ceased to visit it; one man had nine lanterns to fill and clean each day, another twelve; some had only to hang up rubber boots to dry; a "syphon" man attended an hydraulic siphon which needed no attention; a "rubber goods repairer" who ordinarily had nothing to do sometimes assisted a clerk who had little to do; one storekeeper hardly ever appeared in the storeroom; a "stenographer" at \$1,600 per annum seldom reported for any duty except that of political messenger; a "janitor" drew pay for seven weeks while he was sojourning in Europe. In ten districts, out of 579 men, 144 were employed as watchmen or in other positions, which required little effort, and 60 of these performed work of exceedingly slight value, or none at all. Inspectors were frequent offenders, and many of their written returns were practically useless. In some cases they were written wholly from imagination. The inspectors of catch-basins inspected usually from three to six basins a day, rarely over ten, although a fair day's work is fifty. Catch-basins which did not exist were included in the cleaning contracts at a fixed and excessive price; other basins were included in more than one contract, and paid for twice.