

The control of the institution is entirely in the hands of the county council, who appoint a committee of three of their number to supervise the management. This committee meets quarterly, to pass accounts, and whenever the business of the institution demands. There is also an inspector who acts in the absence of the committee, and sees that their instructions and the general regulations passed by the county council are observed in the management of the institution.

The keeper and matron have the immediate charge of the inmates and the institution generally; its success depends entirely on their careful management. If they practice economy the institution cannot but shew the results in annual returns. The salary of the inspector is \$150.00 per annum; the keeper and matron receive \$550.00, and one assistant for the matron \$12.00 per month; the physician receives \$200.00 per annum, and is required to visit the institution once a week and as much oftener as the circumstances may require.

CORRESPONDENCE.

This paper is not responsible for opinions expressed by correspondents.

No Statute Labor.

To the Editor of THE MUNICIPAL WORLD :

SIR,—Two years ago the council of the Township of Malden passed a by-law requiring the payment of fifty cents per day in commutation of statute labor. This placed the whole matter under the control of the council, and the people now get proper value for their money.

This year an effort was made to repeal the by-law, but a majority of the council could not see their way clear to support the measure, preferring to leave it to be discussed at the next nomination meeting.

JAMES HONER,

Township Clerk.

County Associations.

To the Editor of THE MUNICIPAL WORLD :

SIR,—In the March number of THE WORLD you refer to the formation of Municipal Clerks' Association in each county, and wish to have the opinion of clerks thereon. In response to your request, I may say that in this county of Wentworth we have had an association of that kind for several years. We have no regular constitution; our officers are a chairman and secretary; we have no stated times to meet, but do so as circumstances may require. When any change is made in the municipal law a meeting is called to discuss it and adopt some general mode of procedure to carry it out. At our meeting in September last we had the county clerk with us and enjoyed his company much. Considerable time was spent in revising the form of the assessment rolls; they had grown so large and heavy that clerks and assessors complained. The size of the

book for 1891, when closed, was 19 inches square, and weighed about ten pounds. We did away with some columns and crowded the rest into smaller space, reducing the book three inches in width. The rolls for 1892 are made of lighter paper but of good quality, and weigh only five pounds. We did away with the two columns used to enter particulars re steam boilers, and have the same entered in the back part of the roll. The secretary was instructed to see the local M.P.'s to have the assessment act changed in accordance with our suggestions.

Members of the society are expected to make a memo. of matters concerning which they wish information, and also of any improvement they can suggest and have the same discussed at our meetings. Each member is expected to do what he can to aid and assist his brother clerks in municipal matters, and to try and learn all he can from them in return.

The meetings so far have been both pleasant and profitable, and I hope may continue to be so.

A WENTWORTH TOWNSHIP CLERK.

The society in Wentworth is just what is needed in every county in the province. If similar societies are in existence in other counties we will be pleased to hear from them.—ED.

Country Roads.

To the Editor of THE MUNICIPAL WORLD :

When this country was first settled a large portion of the roads had to be made through the forest, which caused them to be built very narrow, an evil that continues to the present on a large portion of the roads. Our roads are not what they should be, from the amount of work that has been put on them, caused by the continued change of road overseers, some of them young men who never gave road making any study, and different men having a variety of ideas about road making. Also from the indifference of the farmers, many of them doing as small an amount of work as they could pass with.

The time has come when a better system should be adopted, as the country is getting well drained, and improved road making material is plentiful in most sections of the country.

Many people advocate the abolition of statute labor, and have road commissioners to superintend the roads, the work to be performed by contract, the money to be raised by taxes.

There are some objections to this :

Having more paid officials.

The main travelled roads would receive the largest amount of work and the by-roads would be neglected, which would cause a large amount of grumbling from the people living on the roads, while with the present system of statute labor, if the farmers have not good roads by their own farms, they have only themselves to blame for it.

The public roads lack very much in symmetry and uniformity.

There should be printed established rules furnished to all road overseers, so they may know their duty. I would recommend the following instructions as adopted by the Yarmouth council :

1st. Do not allow any person to move fence on the road allowance unless they have the permission of the council.

2nd. When making or repairing roads make the ditches not over six feet from the fence.

3rd. On all roads aim to make no ditch wide in the bottom for a winter track; if possible have the south ditch on a road running east and west, and the east ditch on a road running north and south.

4th. When grading roads avoid making the grade too steep; about one in eight. Many deep cuts can be avoided by putting in tile to carry off the water.

5th. Make roadbed about twenty feet in width, so that a load can be driven over.

6th. Make all culverts full width of turnpike, and level with roadbed.

7th. On all hills make water tables in October to keep from washing with winter rains.

8th. All grading and fresh gravel level and compact with harrows and weighted roller.

9th. Put up railings on dangerous embankments and hills.

10th. Have all foul weeds cut by the 5th of July.

11th. Avoid concentrating water out of the natural course.

12th. In drawing gravel throw out or break all large stones.

MATERIAL FOR ROADS.

The only available material for country roads are the natural earth, gravel and macadam or broken stone; the latter is too expensive where gravel can be secured.

There are three kinds of gravel—lake, river and pit gravel.

Lake gravel makes the smoothest road but will not stand heavy teaming. River gravel is the best, as it is purer from sand, earth and large stones. Pit gravel is inferior to river gravel, as it is generally mixed with some foreign substance, as earth, sand or large stones.

It would be a great benefit to roads in the spring, when the frost is out, to run over them with a machine, like the American road machine, to level down the combs and fill in the ruts.

To be continued.

THOS. ROBERTS, Sparta.

A correspondent writing to the *Mail* on the payment of officers by salary instead of fees says in reference to registrars:—"The municipalities audit most of their accounts annually. Why ever they don't include the registrars' books and accounts in the audit, seeing that they are so largely interested in the fees, is a mystery to me. From the appearance of many of the returns by the registrars, it should pay them to do so."