

(11) The municipal council in every town in a judicial or territorial district shall pay for the maintenance of pupils of such town who attend a high school in any other town in the same district at the rate per pupil (after deducting the Legislative grant) payable for the pupils of the town in which the high school is situated. Any dispute between the municipal council of the town and the board of trustees with respect to the amount to be so payable shall be settled as in the case of county pupils under this act.

THE MARRIAGE ACT, 1896.

Section 25 of this act has been repealed and the following substituted therefor:

25.—(1) Every clergyman, minister or other persons authorized to solemnize marriages, where a marriage register is not already possessed by any church or congregation over which he is placed or has charge, shall make application for a register (which shall be the property of said church or congregation) to the clerk of the city, town, incorporated village or township municipality within which the said church or congregation is situated; the clerk shall thereupon supply such register at the cost of the municipality, and the clergyman, minister or other person in whose keeping the register is, shall, on or before the 8th days of July and January in each and every year, make to the said clerk a complete copy of every marriage recorded therein during the previous half year.

(2) One additional register may be supplied to any clergyman, minister or other person authorized to solemnize marriages, and a register shall also, on application, be supplied to any clergyman or minister in the municipality who is not in charge of a church or congregation, but in that case he must similarly make a return at the periods aforesaid of all marriages solemnized by him.

INSPECTION OF MILK.

The operation of section 4 of the Act to provide for the Inspection of Meat and Milk Supplies of Cities and Towns, passed in the fifty-ninth year of Her Majesty's reign, and chaptered 60, is hereby suspended and no proceedings shall be taken under the authority of the said section until the close of the next session of the Legislature.

The development of water-power is suggested for the village of Thornhill to the amount of 200 horse-power.

The prevailing opinion among county councillors is that the new system of councils will be a success. The *Welland Tribune* says:

"The county council is now a workable body as a whole, and almost the entire work is done by the council. No time is wasted by small committees going out and breaking the quorum of council. When a subject is threshed out in committee the debate has not to be repeated for the information of the whole council, as before. The saving of time is very marked."

State aid for road construction is wanted in Wisconsin, and the Board of Directors of the Wisconsin League of Good Roads has asked the State Legislature to take the first step toward the amendment of the constitution so as to admit of state aid for road building. The state constitution now provides that "the state shall never contract any debt for works of internal improvement or be a party in carrying on such works." The Good Roads League proposes to amend this by making an exception in the case of "wagon roads designed and to be used solely for free public travel."

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Preparing for Road Work.

Statute labor is about to commence in the various municipalities throughout the province, and pathmasters and councils, if they have not already done so, should at once give the matter their most careful study. The improvements to be made with this year's expenditure of labor and money should be thoroughly looked into, and plans prepared, so that no time will be lost when the men are on the ground; and so that the best ways and means will have been discovered. It is the neglect to exercise this forethought that causes the waste of a great portion of labor and expenditure applied to roads. Every step in the work should be carefully thought over by the pathmaster, and if there is a capable road commissioner, or general township supervisor with whom he can consult, and to whom he can apply for advice, so much the more prospect is there that work will be performed well and economically.

If a section of road is to be overhauled and constructed, the pathmaster should know where and to what extent under-drainage is needed; he should know what open drains are needed; he should know what culverts are needed; he should know what amount of grading is needed, and he should know where to commence, and in what order the various parts of the work should be undertaken; and he should know how many days of labor, what material and what tools or machinery are needed in each successive step. All lumber, tile or other material required, should be purchased in advance, and should be on the ground when needed.

More than knowing what tools are needed, the pathmaster should take proper steps to see that they will be furnished. Otherwise there will be too many wagons, and not a scraper to be had; too many with shovels, and not enough with teams; half-a-dozen plows and no shovels. Any implements owned by the municipality should be looked after early in the season to see that they are in a proper state of repair.

In notifying those by whom statute labor is to be performed, only such a number as can be properly directed by the pathmaster and used to the best advantage on the work should be called out for one time. To call the men out without reference to the needs of the work is either an evidence of mismanagement on the part of the pathmaster, or if it cannot be done, is generally an indication that the statute labor of the district is of very little value.

Gravel pits should be attended to before the material is hauled to the road. They should be stripped of the layer of earth which generally covers them, so as to avoid delay when the teams are in the pit;

or if this is neglected, the probability is that the dirt will be permitted to fall into the pit, mix with the gravel, and placed on the road, producing injury rather than benefit. If the gravel needs screening or crushing before being placed on the road, this should not be left until teams are in the pit, but is a matter for which a municipal appropriation should be made, as statute labor can be utilized to much better advantage in hauling the gravel.

Experience, wherever statute labor has been employed, has shown that it can usually be made most productive of good when used in teaming. Without a great deal of friction, wagon boxes of a fair size can be insisted upon, and honest loads drawn. Appropriations from the general funds should be so directed as to utilize as much of the statute labor as possible in this way; they should provide for the preparation of road metal; that is, the crushing of stone or the screening of gravel, or whatever preliminary treatment is needed to provide a good metal. It is better that a grading machine should be used on the road some little time before the gravel of broken stone is applied, and this is a matter which can be profitably attended to by the council. Draining, or a major part of it, and the construction of culverts are details which should be looked after, independently of statute labor. Townships which can anticipate statute labor by preparing the gravel, grading the roads with improved machinery, and constructing culverts and drains out of the general funds, using the statute labor in loading the wagons, teaming, and spreading the metal on the roads, will obtain the most satisfactory results.

In a recent number of *The Yale Review*, Professor Commons describes certain typical cases which seem to show that, "apart from politics, poor relief and fancy wages, apart from extras, litigations and repairs, but including depreciation and added office expenses, the municipality can do all its work connected with streets, such as paving, sweeping, sprinkling, trenching, sewerage and laying water pipe, at a cost by day labor of 5 to 30 per cent. less than by contract; and that allowing for extras, litigation and repairs, the saving is considerably greater."

Professor Commons finds that the cost of inspection, under the contract system, ranges from 1 per cent. of the total cost in pavement contracts to 10 per cent. in deep sewer construction, the average being about 5 per cent. for sewers.

The inspector must be a man of the same ability as the foreman. In direct employment, however, not only the foreman takes the place of the inspector, but the laborers themselves become inspectors, and the inspection is better done.

Furthermore, the profits of contractors and sub-contractors are largely saved, and from the superior quality of public work there results a marked saving in the item of repairs and replacement.