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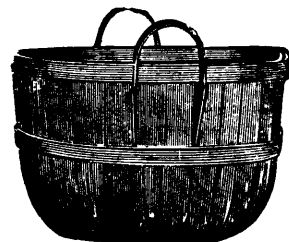
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vised reference books four
times a year.**R. G. DUN & CO.**Toronto, Montreal, Hamilton, London, and all
cities in Dominion, U.S., and Europe.**DECISIONS IN COMMERCIAL LAW.****MEUX V. GREAT EASTERN RAILWAY.**—Where
part of the ordinary luggage of a servant which
he is taking with him as a passenger by a rail-
way is the property of his master, and it is
injured whilst in the custody of the railway
company by their misfeasance—as by being
negligently overturned in front of the train—
the master can maintain an action of tort
against the company for the amount of the
damage, notwithstanding that the contract of
carriage is with the servant alone. Where a
servant is a passenger by a railway that is
bound to carry the ordinary luggage of a passen-
ger free of charge, his livery is such luggage,
although it is the property of his master, accord-
ing to the English Court of Appeal.**NUTTEN V. WRIGHT.**—A driving dam was
constructed above the plaintiff's land by the
defendants for the purpose of driving their
logs, with the result that the river overflowed
its banks and damaged the plaintiff's property.
The plaintiff's husband had assisted in build-
ing the dam as an employé of the defendants,
being at the time himself the owner of the
land. Held by the Supreme Court of New
Brunswick that the plaintiff was not estopped
from maintaining an action for the injury to
her property. Gradual and increasing damage
to the banks of a river by log-driving operations,
extending over a number of years, will not give
a right to commit further acts of additional
damage.**COMMON ROADS OF AMERICA.**The total length of the common roads in this
country [the United States], good, bad and
indifferent, is estimated by General Stone, of
the Road Bureau of the Department of Agri-
culture, at something over 1,300,000 miles.
The majority of these roads have been opened
by common laborers, hired by local supervisors,
and no engineering principles have been ob-
served in their construction. As a result, it
costs more to keep them in repair than if they
were as many finely macadamized roads.
Keeping these poor roads in repair and opening
new thoroughfares cost Massachusetts in 1893,
outside of cities, \$1,136,944, or \$66.30 per mile;
New York, \$2,500,000, or \$30 per mile, and New
Jersey, \$778,407.82, or \$43.25 per mile. The
total expenditure for roads in that year amounted
to about \$20,000,000. As a greater part of the
enormous sum was spent in repairing poorly
constructed roads that would need exactly the
same attention next year, it is not an exaggera-
tion to say that most of the money was wasted.
Fine roads can be constructed all the way from
\$400 to \$500 per mile, according to the nature
of the country through which they pass, the
cost of crushed stone and other engineering
problems. The cost of keeping these roads in
repair is infinitely smaller than that required
to repair the ordinary dirt roads each winter
and spring, when great gulleys and ruts are
washed into them by the rains and floods.—
*Manufacturer.***ACCIDENT LIABILITY.**A case of **Mikkelson vs. Truesdale**, as Re-
ceiver, recently decided by the Supreme Court
of Minnesota, is noted by *Bradstreets*. In this
it appeared that the plaintiff was a wiper in the
defendant's roundhouse, and was injured while
assisting in coaling an engine by its being
negligently moved, as he claimed, by a co-
employé. The court held that he was injured
by reason of exposure to the hazards peculiar
to the operation of railroads, and that a receiver
operating a railroad under the appointment and
direction of a court of equity was within the
provisions of General Statutes of 1894, section
2,701, known as the Fellow Servant Act, and
was liable to an employé who is injured by the
negligence of a co-employé.**Counsell, Glassco & Co.****BANKERS & BROKERS****Stocks, Bonds, Insurance, Real Estate.**W. H. Glassco.
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F. S. Glassco.**HAMILTON, Canada.****NARES, NICHOLLS & CO.****Financial and General Agents, WINNIPEG.**References { The Canadian Bank of Commerce.
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