

Where a chemical engine is added to other appliances, a separate fire company of not less than ten men will be necessary except where horses are provided for hauling the same, when three men shall be deemed sufficient.

6. SALVAGE EQUIPMENT.

A minimum salvage equipment shall consist of not less than twelve waterproof covers, ten feet square, at least, two approved chemical fire extinguishers of five gallons capacity each, two squeezers, two large sponges, six corn brooms, two pole hooks, two axes and two torches, to be carried on hook and ladder truck or on chemical engine. The corps to consist of four men detailed out of the company, whose duties shall be to attend to spreading of covers. It must be distinctly understood that for large places a more ample equipment will be required.

7. HOSE.

Must be of rubber, or cotton, rubber lined, not less than $2\frac{1}{2}$ inches diameter, capable of resisting a hydraulic pressure of at least 200 pounds to the square inch, and the minimum quantity for places classed "C" and above shall be 2,000 feet, with additional quantity where necessary at the discretion of the inspector. No unlined cotton hose will be allowed. All couplings must be uniform and of standard size.

8. HOSE REELS.

For towns classed "C" and above, there must be reels or hose wagons sufficient in number and capacity to carry the whole of the minimum quantity of 2,000 feet. For each steamer, at least two reels must be provided, carrying not less than 500 feet of $2\frac{1}{2}$ inch standard hose on each. Each reel shall be equipped with axes, torches and a sufficient number of playpipes, nozzles and cut offs, and particular care shall be exercised in preserving them in good condition. Approved chemical fire extinguishers of not less than five gallons capacity must also be carried to all fires on reels.

9. FIRE HALL, ETC.

The fire hall shall be a solid brick or stone building with first-class roofs, conveniently and centrally situated, and free from special exposure. The building shall be kept constantly heated to a temperature of not less than forty degrees from 1st November to 1st May in each year, and shall be provided with proper means for washing the hose, and shall have a drying tower of sufficient height in which to suspend the hose in lengths of fifty feet without doubling. The station shall be of ample size to conveniently receive the whole of the appliances, with sufficient stabling for horses where such are required and shall contain suitable accommodation for the men on duty. In towns of 5,000 population and over, and in those where all parts are not easily and readily accessible from the fire hall, extra stations shall be provided at the discretion of the fire appliances committee.

10. RECORDS.

A register shall be kept in the fire hall, in which shall be entered all records of drills, tests, alarms, work done at fires, also all defects that may be discovered or damage done, or occurring to hydrants, steamer, hose (particularly bursting of same), or other apparatus. Entries in the register shall be signed by the chief, except those relating to the steamer, which shall be signed by the engineer. The register shall be kept accessible for examination by the inspector of the association or of any of the insurance companies."

Working the roads.—The Present System of Highway Repairing is Labor thrown away.

As a general thing, the county roads on this continent have been so badly located that to build costly pavements upon the present lines and previously provide elaborate systems of drainage would be a dreadful waste of money. As it is ordinarily beyond the means of country people to do more than improve the present condition of their roads, this is the task that they should undertake as soon as possible.

In beginning such a task, the first step to be taken is to stop doing that which has generally been the custom of this country—that is, working the roads. The labor done is worse than thrown away, for it is rare indeed for either the overseer or the men under him to have any clear comprehension of what is needed.

Fortunately for the well being of our roads, these men do not work very hard, but rather choose to regard the few days on the road as a kind of holiday outing, a picnic frolic, and a means of getting rid of a certain amount of tax. If they really worked with all their might, they would make the roads almost as impassable in the summer as they now are in the winter and early spring. With some kind of a glimmering idea that ditches on each side of the road are good to have, they plow up these ditches, together with the sod that grows down into them, and pile all of this muck in the middle of the road.

This material, it may be said, has a most excellent fertilizing value, and if it were put upon the fields instead of in the roads, it would amply repay the farmers who carted it away. But in the roads it is a sad and an immediate hindrance to travel. Luckily the friendly spring rains usually wash it back into the ditches, where it stays until there is some more time to be "worked out." When these rains are not sufficient to wash away these impediments that have been deliberately placed in the roads, the consequences are very dusty roads during all the dry season.

In some neighborhoods a little more ambitious than those generally to be found they mend the roads by placing gravel and

broken stone upon them. Then the overseers say that they are macadamizing the roads. Without thoroughly draining the roadbed, to put either broken stone or gravel upon it, is merely a waste of money and labor, and the ambitious neighborhoods so doing prove in the end no wiser than those who cover their roads with muck. But it is within the means of every neighborhood, to materially improve their roads at once—improve them so much that when the traffic is not extremely heavy and continuous the roads will be in tolerable order nine months in the year and very much better than at present, even when the frost is coming out of the ground at the beginning of spring. And this can be done in three or four or five years without spending one penny more than is now spent in the hurtful methods mentioned.

Actions for Damages in Toronto.

The government ought to help to put down the nuisance of people filing claims against municipalities for falling on sidewalks, the flooding of cellars and such like. People should take the ordinary risk that attaches to walking. In the country, the people have to walk over ditches, rough roads and uphill and down dale, and if they fall and break a limb, they have no recourse against anyone. In the city, however, where they put down sidewalks to make walking an easy matter, the ordinary citizen files an imaginary claim against the city if he stumbles over a protruding nail or slips on an icy crossing. So wonderfully has this business developed lately that one firm at least finds it a profitable business to ferret out all possible claims and have them discreetly nursed and brought to court in due time. As soon as an accident is reported in the papers, or by any other medium, an agent of this firm repairs to the scene with kodak in hand, takes views of the locality, draws up plans and gets on track of possible witness. A Division Court affair is worked up into a Queen's Bench lawsuit of astounding proportions. It is in the public interest that these kind of claims should be disallowed. In our opinion it is time that some change should be made in the law so as to more definitely limit the liability of corporations for injuries received by persons while travelling on our public thoroughfares. Sympathy seems to carry away the better judgment of many juries and they award the "poor" injured party a good recompense out of the "rich" corporation treasury, thus constituting the ratepayers a sort of accident insurance company.—*Ex.*

The fact that reform in road-making is not more extensive is attributable to the continuance of the statute labor system, whereby roadoverseers are employed who are not altogether ignorant of the business but are full of prejudices in favor of their own erroneous methods of road-making,