MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

LEGAL DECISIONS AFFECTING MUNICIPALITIES.

The Supreme Court of Indiana held, in The City of Fort Wayne vs. Lake Shore & Michigan Southern Railway, that while cities have a general power to construct and open streets, and this carries with it authority to construct them across railroad tracks under ordinary circumstances, they cannot, without express authority from the legislature, open and construct a street longitudinally along a railroad track or across the tracks where the use of such street would be destructive of the use of the tracks in the manner of their use at the time of the attempt to open the street.

GOODERHAM V. CITY OF TORONTO. Sec. 62 of R. S. O., c. 152, which provides that all allowances for streets surveyed in cities or any part thereof which have been or may be surveyed and laid out and laid down on the plans thereof, and upon which lots of land fronting upon such allowances for streets have been or may be sold to purchasers, shall be public highways and streets and commons, is retroactive and applies to streets laid out on plans made and registered before the passing of the act. A piece of land in Toronto of about twenty acres in extent, was, in 1854, surveyed and laid out in lots and streets, and a plan was duly registered. Certain lots were sold and were conveyed according to the plan, but were afterwards repurchased by the original owners of the piece of land, predecessors in title of the plaintiffs, and the whole piece was then fenced in and used as a field until 1888. when the city, without passing any by-law proceeded to open the streets. Held by the Court of Appeal that the streets shown on the plan were highways which the city was entitled to open, but that a by-law was necessary.

Hill Tout, City Engineer of Guelph, Ont., has resigned, the city council having concluded to dispense with the services of an engineer.

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WELLAND CANAL ENLARGEMENT. RESIDENT ENGINEER'S OFFICE WKLLAND, April 17th, 1884.

JOHN BATTLE, Esq., Thorold

JOHN BATTLE, ESQ., Thorold

Dear Sir, - Yours of yesterday, relative to Thorold Hydraulic Cement, is received. In reply, I beg to say that my tests of the Thorold Hydraulic Cement have extended over a period of twenty-eight years, and have been on a large scale, as exemplified in the locks, bridges, culverts and other masonry on the Welland Canal and Welland Railway, and that the record, which has been invariably satisfactory, is to be found in examination of the structures. The necessity tearing down of masonry and concrete, during the Welland Canal Enlargement, has afforded abundant evidence of the reliability of the Thorold Hydraulic Cement, both in masonry and concrete, and allow and under water. I desire no better cement for the class of work referred to I am, dear sir, yours truly. I am, dear sir, yours truly.

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