

1. Is there a penalty for pathmasters not returning the lists?

2. When does it become too late to get the work done?

3. Is it necessary to spend the money collected by the commissioners in commutation of the statute labor in front of the place for which it was paid, or may they spend it in some other place if they deem it advisable?

4. In a first municipal election who are entitled to vote, all householders or all land-owners or all residents?

1. No. Section 702 of the Consolidated Municipal Act 1903, authorizes councils of townships to pass by-laws imposing penalties on pathmasters and other officers who refuse or neglect to perform the duties of their respective offices, but we do not think that the latter part of section 124 of the Assessment Act confers this power upon commissioners elected pursuant to section 111 and following sections of the Act.

2. Section 122 of the Act prescribes the time when statute labor shall be performed in townships in unorganized territory, and section 127 prescribes the penalty on persons who, after six days' notice wilfully neglect or refuse to perform at the time and place named by the commissioners, the number of days' labor for which they are respectively liable.

3. These moneys should be expended on the roads on which the labor, which is commuted for, should have been performed. (See section 125 of the Act.)

4. Section 7 of Chap. 225, R. S. O. 1897, provides that "the persons qualified to vote at the election, (that is, the first election in a township in unorganized territory) shall be male British subjects of the full age of twenty-one years, being *householders resident in the locality* proposed to be organized into a municipality."

Town Council Cannot Grant Exclusive Rights to Power Company.

537—SUBSCRIBER—Has a municipal corporation a legal right to grant exclusive franchise to a local power company to place poles on the streets for a period of ten years, and if so, what is the procedure for so doing?

No.

A by-law to loan \$18,000 to the Cumming Manufacturing Company was carried recently in the town of Renfrew, by a vote of 294 to 29. This was 30 more than the necessary three-fifths vote. The company manufactures woodwares and steel utensils.

By section 3 of chapter 7 of the Ontario Statutes, 1903, section 8 of the Ontario Voters' Lists Act was amended by adding thereto the following: "(e), the registrar of Deeds of the Registration Division in which the municipality is situate." This renders it necessary for municipal clerks to send two copies of their respective voters' lists to the *County Registrar* in addition to the other persons referred to in section 8.

New Automobile Law.

The Provincial law governing the use of automobiles went into force on the 1st of September last. Every automobilist must display his number in full view upon the back of his machine. The law includes in its application all vehicles propelled otherwise than by muscular power, excepting the cars of electric and steam railways and other vehicles running only upon rails or tracks. It is presumed that this will include motor cycles. The Act requires that every motor vehicle shall be equipped with a proper alarm bell, gong or horn, and a lamp to be lighted after dark, which will display prominently the number of the permit. Motors must not run faster than ten miles an hour in cities, towns or villages, and fifteen miles an hour on a public highway in the country. Any city, town, township or village may set apart any public street or part thereof on which motors may be driven at any specified rate for testing purposes. No person, according to the new law, will be allowed to drive a motor or vehicle on any public street, highway, park, road or driveway in the Province in a race or on a bet or wager. When a driver of a frightened horse signals a motorist to stop, the law says he must do so. At crossings and bridges motorists are required to slow up. Violation of any provision of the Act renders a person liable to a penalty not exceeding \$25 for the first offence and a similar fine for any subsequent offence, or the magistrate may imprison him for a term not exceeding one month.

Municipal ownership of waterworks is becoming general in the United States. There are now but nine cities in the Union with over 100,000 population, whose waterworks are still under private ownership. These nine cities, according to the *Engineering News*, are San Francisco, New Orleans, Indianapolis, Denver, New Haven, Patterson, St. Joseph, Omaha and Scranton. Two of these, Omaha and New Orleans, are already committed to municipal ownership. There are 97 cities with a population ranging from 10,000 to 30,000, and of these nearly 70 own waterworks, while a number of others are making more or less rapid progress toward municipal ownership. An exchange discusses the cause of the drift in that direction, and says that it is because a water supply is so essential "to the general prosperity of a community, and so closely related to the comfort and health of every citizen, as to give rise to a strong feeling that its supply should not be entrusted to those whose primary object is profit."

Hull municipality finds itself in a somewhat awkward financial situation. Like a good many places it found its desire for improvements greater than its capacity to pay for them. It borrowed and then

used for ordinary purposes the money it should have set apart for the sinking fund to redeem its bonds. It now has a deficit according to the auditors' report, of \$156,694. The people living in the town are not wealthy, being mostly mill workers. The burden put upon them by the mistakes of their municipal authorities will be heavy indeed. It would have paid them to have followed what their council was doing and checked the unbusinesslike methods which continued for eight years, and have brought them face to face with serious embarrassment. The case is one of many which shows that in matters of civil administration people pay least attention to what concerns them most.—*Prescott "Journal."*

Road Building.

A contractor in Indiana gives some helpful hints on the repair of roads. Whenever a rut forms, he says, it should be repaired at once. The road should be graded in the spring and graveled in the fall. The road will then be hard and smooth, and the gravel will be packed down but not worn out before bad weather sets in. It depends on what shape the crown of the road is in, what the condition of the roads will be for travel through the winter; if the crown is in good shape it will shed the water in the side ditches, and if they are in good shape the road will remain dry and solid.

The surest way to spoil a good road is to use the road grader and pile all the mud, sod and weeds from the sides and ditches into the center of the road. This makes the road soft and muddy, and it will be impossible for the next coat of gravel to unite with the old roadbed. The result is the road will be spongy. The best plan is to scrape it up into piles and haul to some gully, of which all roads have a few, and dump it there. Another way to spoil a road is to make the crown so steep that all the travel will enter the center.—*Scientific American Building Monthly.*

Barrington, R. I., has constructed nearly all its main roads with a broken brick foundation and a top dressing of gravel, with excellent results, it is reported. The brick was acquired at a moderate cost from the refuse heaps that had been accumulating for many years at the brick-yards.

While state aid is a good thing, it is not always best to wait for it indefinitely. So thought the citizens of Skamania county, Wash., and they now have a considerable stretch of good road as a result of adopting a co-operative system.—*Good Roads Magazine.*