

Public Libraries in Police Villages.

1. The Public Libraries' Act is amended by inserting therein after section 4 thereof the following as section 4 (a) :

4 (a) Not less than thirty electors in a police village may present a petition to the township council praying for the establishment of a public library under this act and on the receipt of such petition, the township may pass a by-law giving effect to such petition, with the assent of the electors of the police village qualified to vote at municipal elections, obtained before the final passing of the by-law, as provided by the Municipal Act.

2. The public library board in a police village shall be composed of the police trustees and two persons appointed by the school trustees of the school section or each of the school sections comprised in, or forming part of the police village and two persons appointed by the separate school board, if any, having jurisdiction in the police village.

3. The council of the township in which a police village is situated and in which a public library has been established under the provisions of this act, in addition to all other rates and assessments levied and assessed for municipal purposes in the police village, shall levy and assess from year to year a special annual rate sufficient to furnish the amount estimated by the board of management to be required, as provided in the Public Libraries' Act, but not exceeding one half of a mill on the dollar upon the assessed value of all rateable, real and personal property in the police village, such rate to be called the "Public Library Rate."

The Ontario Voters' Lists Act.

3. The Ontario Voters' Lists Act was amended at last session by adding thereto the following section :

92.—(1) The clerk of the municipality shall keep a book in which he shall enter particulars showing the day on which the copies of the alphabetical list were posted up by him and were transmitted to each of the persons mentioned in sections 8 and 9 and also whether such copies were delivered personally or transmitted by post. There shall be added to each such statement of particulars an affidavit or statutory declaration verifying the same.

(2) Any clerk who fails or omits to comply with the provisions of this section and of sections 8 and 9 shall for each omission incur a penalty of \$200 and shall also be liable to be imprisoned for a period not exceeding three months in default of payment.

We are prepared to supply the cash books for treasurers of school boards for \$2.50, and for treasurers of rural school sections for \$1.00. These books have been approved by the Lieut. Governor in Council, and are similar to the municipal cash books.

Publications Received.

Auditors' Report, Township of Arthur.
George Cushing, Clerk.

County Council Proceedings, County of Wellington, 143rd and 144th Sessions.
James Beattie, County Clerk.

Financial Statement, Township of Ennis Killen. G. V. Wynant, Clerk.

Financial Statement, Township of Mari-posa.

This pamphlet, issued after the 15th December meeting, 1897, contains 56 pages, and is the most complete Township Statement we have received.

Proceedings of Welland County Council, December Session. R. Cooper, Clerk.

Report of P. S. Gibson & Son, Engineers, Township of York, 1897.

This is the only township in the province in which road improvement, etc., is under the supervision of an engineer. The report shows that the township is divided into commuted and statute labor districts—the latter, 34 in number. The work in the commuted districts is done by eleven foremen, under the engineer, the foremen employing assistants when required. Ordinary repairs are done by day labor. After the statute labor is performed, the engineer has, in many cases, to assume the further necessary repairs, and in doing these the pathmasters are generally instructed to attend to the work and send accounts to the engineer. Considerable money was spent in draining and turnpiking, two graders being used. This class of work was done by day labor, and generally by ratepayers in the locality of the work. Some complaints were made as to the turnpiking being too high and narrow. This was necessary to raise the road to allow for settlement when used, and narrow to secure good drainage and also to lessen the cost of maintenance, and much less gravel or stone will be necessary to secure a fair road. These turnpiked roads can be easily widened when traffic requires it.

The use of traction engines in the township causes much injury to the bridges and culverts and the roads require continual inspection during the threshing season to protect the public from accidents, as the drivers make no pretence to repair the damages or put up guards. The report states that under the circumstances it will be necessary in future to build stronger bridges and culverts and strengthen old ones if the council assume the responsibility. The engines weigh about 7 tons and with heavy driving wheels armed with their deep mud-hooks make bad work on wooden structures. The opinion of the Township Solicitors as to the responsibilities of the owners of these engines was as follows :

P. S. GIBSON & SON,
Township Engineers,
Willowdale.

SIRS,—In reply to your favor of 9th inst., in reference to the rights of parties to run traction engines for threshing machines over township roads we beg to say :

By section 10 of chapter 200, R. S. O., 1887, it is enacted that "before it shall be lawful to run such engines, (referring to traction engines mentioned in the preceding section of the act) over any highway whereon no tolls are levied, it shall be the duty of the person or persons proposing to run the same to strengthen at his or their own expense, all bridges and culverts to be crossed by such engines and to keep the same in repair so long as the highway is so used."

S. S. 2. "The cost of such repairs shall be borne by the owners of the different

engines in proportion to the number of such engines run over such bridges or culverts."

Section 16 of said act enacts: "That if any person contravenes the act and such contravention is duly proved by oath of one credible witness before any Justice of the Peace, having jurisdiction within the locality where the offence has been committed, the offender shall incur a penalty of not less than \$5 nor more than \$25." In the discretion of such justice, with costs, section 17, 18 and 19 provide the remedy and manner of recovery of such fines and application of same.

Yours truly,
BULL & MERRITT,
Township Solicitors.

As a result of the use of such engines many culverts and the plank of bridges which are quite safe for ordinary traffic are made dangerous in a short time. If the drivers would lay plank lengthways over culverts and bridges for the driving wheels to run upon, they would cause less damage.

There are eleven miles of street railway and forty-eight miles of sidewalk in the township.

As soon as the Revised Statutes are ready to be delivered we will notify every clerk, stating price, etc. We have already booked a large number of orders.

The common road is to the farm wagon what the steel track is to the locomotive.

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Wagon manufacturers are turning out farm wagons, some of them with metal wheels, having tires four inches wide.

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Mayor Boyton, of Port Huron, Mich., is actively interested in the Good Roads Association lately organized in that town.

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Agitate to arouse public sentiment; diffuse information to strengthen and confirm it, and organize to make it effective.

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Every agricultural paper in the country which is alive to the interest of the farmers ought to conduct a Highway Department.

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Good intentions, loud professions and gilded promises build no roads. Thorough organization and persistent labor alone can secure them.

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Hard roads yield large returns when intelligently constructed and suitably cared for. It is only when badly made and shamefully neglected that they prove an expensive luxury.

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Turnpike companies have killed the goose that laid the golden egg. They have failed to read aright the signs of the times, and their sources of income will be taken from them.

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Nothing is more ruinous to a macadam road than water. Ruts hold water, and therefore, should never be allowed to exist. To guard against their formation and development is one of the principal parts of proper care of a roadway.