

Amherstburg—Defeated a by-law to grant aid in establishing a canning factory, the required number of favorable votes not being polled.

Orangeville—Ratified a loan of \$15,000 to the Hurdall Novelty Manufacturing Company.

Cayuga—Only three voted nay and 134 yea on the by-law submitted in Cayuga to give the Window Glass Manufacturing Company 14 acres of land and tax exemption.

Barrie—The by-law to aid in re-building the Dymont Foundry at Barrie was defeated.

Stouffville—A bonus by-law was carried.

Guelph—Carried a by-law to loan \$5,000 to MORLOCK Bros.

Listowel—Carried the G. T. R. station and COLEMAN by-laws.

THE WARD SYSTEM.

A resolution favoring a return to the ward system was passed by the Waterloo county council. The resolution reads as follows :

"That, whereas we believe that some of our rural municipalities would prefer to elect their council by the ward system, instead of by general vote; and whereas The Municipal Act does not give to rural municipalities the option of selecting their system of voting as it does cities and towns. Therefore be it resolved that this council petition the Government to so amend The Municipal Act, that rural municipalities shall have the same privileges that are accorded cities and towns, and that the warden and clerk sign a memorial to the Legislature and that GEO. PATTINSON, Esq., M. L. A., Preston, and Dr. LACKNER, Esq., M. L. A., Berlin, be asked to support the request."

This new legislation, if granted by the Ontario Parliament, will place the townships and villages on the same basis as towns (if the elections so decide) in electing their councillors.

In the smaller townships and villages there might appear to be no objection to a return to the ward system if the ratepayers so decide. We fail to see any advantage in townships where one or more deputy reeves are elected by general vote.

The present constitution of county councils must be considered. Previous to 1896 the ward system was in force in nearly all of the townships and in some county councils the majority of the members were ward representatives. This was a most objectionable feature. At that time the objections offered to the ward system resulted in its abolition; these have not been removed. The introduction of a proper business system in townships favors the election of members of councils by general vote.

POST ELECTION RESOLUTIONS.

In nearly every local municipality, this year, there was an election, consequently there were defeated candidates, for everybody who ran for office was not elected. Some of these defeated candidates are now said to be posting up a set of resolutions something like this :

Resolved, That I shall never run again.

Resolved, That I have lost my faith in man's word.

Resolved, That my wife felt worse about it than I did.

Resolved, That I will get even if it takes me ten years.

Resolved, That the public has poor judgment.

Resolved, That I'll just wait and see what a botch "they" make of it.—*Peoples Press*.

The Waterloo county council has adopted the principle of not placing a member on more than one committee; this facilitates business by enabling all to attend at the same time.

OLD STONE AND GRAVEL ROADS.

Hundreds of miles of road have been ruined, and thousands of dollars have been thrown away by improper methods of repairing and constructing old stone and gravel roads. Throughout the Province there is a great extent of road originally macadamized by toll road companies and by municipal corporations, and which have been kept in repair by the annual application of new coatings of metal. The constant tendency of all such roads is to become flat in the centre, with high square shoulders, no matter how great the original crown may have been. Dust and fine material from the centre of the road is constantly becoming washed to the sides, where there grows up a high shoulder of earth and sod. Many of these old roads have become not only flat but are actually higher at the sides than they are at the centre, making the roadway almost a drain. This is especially the case on hills where rushes of water fill the wheel tracks instead of being turned to the sides of the road by a high crown.

With the advent of the grading machine, a common practice has been to cut off the square shoulders at the side and draw them to the centre of the roadway in order to raise the crown of the road. In the light of all that, for many years, has been said and written regarding road making, such a practice can only be criticized as the height of folly and stupidity. Mud should be scraped off a road, not drawn on it. The only proper way of crowning these old roads is to cut off the shoulders, and instead of drawing them to the centre, throw them outward, across the ditch if necessary.

To draw the earth and sod from the side of the road to the centre is merely to create in the centre of the road a bed of mud that, with the first wet season of spring or fall, will become a perfect slough. The hard road-bed underneath prevents even ordinary drainage. The earth on top of it absorbs and holds the water until it becomes a fluid slush.

To attempt to improve these old roads by crowning them with earth and sod from the sides and to place over this a coating of gravel or stone, is also a serious blunder. The process just described goes on, with the exception that the new metal settles until it reaches the old hard road-bed, while the slush and mud oozes up through it. When such a method is followed, ruts and mud quickly appear, and the new gravel or stone placed on the road is very soon lost, and the durability is, in any event, seriously impaired.

With these old stone and gravel roads, the earth and sod which has accumulated to form shoulders, should always be turned outward. If drawn to the centre, whatever method is followed, it will simply become mud. Mud should be scraped off the road, not drawn upon it. Where roads have been treated in this way by drawing mud to the centre, no time should be lost in scraping it off, as the longer it remains, the more serious will the injury be to the road. On a large proportion of these old stone and gravel roads throughout the country, more can be done to improve their condition, by cutting off the square shoulders, thereby giving the road a proper crown, than can be accomplished by several years' application of new material. New material may be required on these old roads to bring them to a proper standard, but it should not be supplied until the road has been shaped and crowned by cutting away the square shoulders at the sides, which prevent proper surface drainage.

The new gaol at Cobourg, about completed, is one of the most modern structures of the kind in Canada.