

4. We do not see that the trustees are in any way liable in this matter.

5. If, in the opinion of the trustees, these improvements are necessary, they may undertake and pay what they consider a reasonable price for them, without having first received the consent of the ratepayers of the section at a meeting called for the purpose to do so.

Proportion of Cost of Laying Cement Walks Paid by Towns.

282—W. H. C.—Our council propose laying cement sidewalks under the local improvement system, and would like to know what proportion of the cost is usually borne by the towns laying sidewalks under that method?

The proportion of the cost paid by the general funds in a number of towns and cities in the Province is as follows:

Town or City.	Proportion paid by frontage.	Proportion paid by municipality.	Flankage on corner lots paid by municipality.	Street intersections. How paid.
Belleville	40%	60%	All	By City
Berlin.	All	—	None	By Town
Brantford	All	—	—	By City
Chatham	All	—	50 feet	By City
Cornwall	60%	40%	—	—
Galt	All	—	—	By Town
Guelph.	All	—	—	By City
Ingersoll	All	—	½ depth	By Town
Lindsay	40%	60%	variable	By Town
(Main Street) ..	50%	50%	"	By City
London.	50%	50%	⅓ depth	By City
Peterboro'	60%	40%	½ depth	By Town
Woodstock....	All	—	—	By City

NOTE.—In the case of Ingersoll, it is estimated that the general funds, paying for street intersections, one-half the depth of corner lots, and extra fill where much is required, bear 30% of the cost of the work. In Peterboro' the flankage allowance of one-half is restricted to a depth of 114 feet only.

Law as to Traction Engines.

283—CLERK.—A company in this district has got the idea of inventing a steam engine for the purpose of hauling in winter with sleighing large amounts of the material they use along the public highway in a municipality. Can they do so without the sanction of the corporation?

2. As the bridges are not built to carry one-sixth of the weight they claim they can haul, what position would the council be in for damages providing any accident occurred?

3. Kindly give statute, if any such exists, that a steam engine can take possession of the public highway and obstruct public travel, as in this district, through natural obstructions, a great many of the roads are so situated that there would be no way of getting past an engine with horses, and the public would have to abandon the road for travel?

The engine has been built, but on its trial was unsuccessful, but they claim with a few improvements it will be accomplished.

1. No, nor can the council of the municipality give them any authority to do so.

2. We assume that reference is made to the liability of the municipality to the owner or owners of the engine, in case of injury sustained by its breaking through a bridge. This engine is not apparently one to be used for threshing purposes or for machinery in construction of roadways within the meaning of sub-section 3 of section 10 of chapter 242, R. S. O., 1897, (as enacted by section 43 of chapter 7 of The Ontario Statutes, 1903), but is a traction engine within the meaning of section 1 of chapter 242. Therefore sub-sections 2 and 3 of section 10 of this Act are applicable. They provide that "(1) before it shall be lawful to run such engines 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. (2) The costs of such repairs shall be borne by the owners of different engines in proportion to the number of engines running over such bridges or culverts." If any accident happens to this engine by reason of the failure of the owners to comply with the above provisions of the statute, the municipality will not be liable in damages.

3. The owners of this engine have no power or authority to monopolize the use of this highway, and if they persist in doing so, may be indicted for maintaining an obstruction on the highway. Section 6 of chapter 242 regulates the duties of the owners of traction engines when meeting a mounted horseman or vehicle on a highway.

Method of Working Road Grader.

284—W. S. Mc.—The township of W. W. has been operating their road grader for three years by hiring two teams of horses and driver and operator of grader (costing \$8.00 per day) and have had fairly good work done. But the council board think that they would have better service if they owned the teams, as the contractors do not want to put the outside horses on the grader. Plenty of contractors would put a good team on the tongue of the grader if some one else would put a team on the outside. W. W. council board think that this year they will buy a good team of working horses and hire one good team and driver, and think that they can work the grader for \$6.00 per day, saving \$2.00 per day, and as we work our grader for about 30 days, it would mean a saving of \$60.00, and they also feel satisfied that if we had two good teams on that they would do as much work in 20 days as we get done in 30 days, also making a big saving in wages (say \$60.00 a month), making a saving of \$120.00 in the season, and by turning the horses on grass after the work was over for a month or so we could sell them for what we would have to pay for them in the spring, or we could afford to sell them for a good deal less.

The township of E. W. have tried putting statute labor teams on graders, but find that new teams on every day does not give satisfaction, and A. township hires one team and has the statute labor teams on the different roads for the second team, but do not find this satisfactory either.

We think that our system of hiring two teams and driver is better than any of the other townships around have, but we think it can be improved on by buying at least one team of horses.

What do you think of our way of working, or would you approve of our plan for this year?

To do good and economical work with a road grader, it is absolutely necessary that the same horses should be used throughout the season, or better still, for successive seasons as far as possible. It is the universal experience that graders cannot be operated satisfactorily with "green" horses. With new teams every day, such as is sometimes the case where statute labor teams are used, a road grader becomes almost useless. Some townships know so little of the management of a road grader that they do not even hire a man for the season to operate it, but merely pass it around among the pathmasters, to be handled by statute labor men as well as statute labor teams. There is no more useful roadmaking implement than a grader, but like any other tool, its usefulness is in proportion to the degree with which it is rightly handled. To put a saw and hammer in the hands of a man does not make an expert carpenter of him.

The township of W. W., by hiring teams, driver and operator, have no doubt been able to get good work done. This is the plan generally followed where good results are obtained. In a number of cases, a traction engine is used for the re-shaping of old roads, where the grader can be operated in long stretches, without the necessity of turning frequently. On new roads, where the ground is uneven and soft, a traction engine is not serviceable; but for cutting off shoulders, etc., on old gravelled roads, it is better than horses, in that it is steady and does not stop to rest.

The proposal to buy a team of horses for use on the grader is a new one, so far as townships are concerned,