

case a strip sixty feet wide along each side of the street under which the sewer is constructed. For this reason, and also because they are already printed *in extenso* at the end of the Minutes for the year in which they were respectively passed, it has been decided (with the approval of the Council) not to reprint them in the present Consolidation; but they are very fully referred to in the tabular statement already mentioned, and in the index to this volume.

A table has also been prepared which will be found at page lxxii, showing, in the case of each of these By-laws: (1) The nature of the improvement;—(2) The street or portion of street on which it was constructed;—(3) The total amount of the debt thereby created;—(4) The proportion of such cost to be repaid by special local rate;—(5) The proportion to be borne by the City;—(6) The annual special rate in the dollar, or per foot of the frontage of the property to be immediately benefited;—(7) The amount which may at any time be paid in commutation of such annual rate;—(8) The date of the passage of the By-law;—(9) The term of the By-law; and (10) the date of maturity of the debentures issued thereunder.

With the assistance of these data, and the general form of a Local Improvement By-law given at page lxxvii any of these omitted By-laws can be easily re-constructed.

It will be observed that the term "Local Improvement By-laws" does not include all By-laws for local improvements, but only those in which the cost of the improvement is to be repaid by a local rate. Whenever the improvement is of general interest, and the cost is to be repaid by a general rate, the By-law has been reprinted; e.g.: By-laws 242, 261, 262, 372, 399, 522, 533, 566, 615, 619, 653, 670, 697 and 698, a perusal of which will show what portion of the Debenture Debt of the City is represented by permanent improvements.

A reference to By-laws 177, 190, 309, 486, 487, 516, 576 and 634 will show what portion of our Debenture Debt has arisen from the popular desire to aid in the construction of Railways;