

Ottawa Wide Tire By-Law.

Being a by-law to regulate the width of the tires and wheels of all vehicles used for the conveyance of articles of burden, goods, wares or merchandise.

The municipal council of the corporation of the city of Ottawa enacts and ordains as follows:

1. No person shall use for the conveyance of articles of burden, goods, wares or merchandise, on any of the public streets within the city of Ottawa, any four-wheeled wagon or other four-wheeled vehicle, drawn by one horse or other animal, when the weight of the load thereon exceeds one thousand pounds and does not exceed two thousand pounds, unless the tires and wheels of such wagon, or other vehicle, are at least two and one-half inches in width; nor when the weight of the load thereon exceeds two thousand pounds, unless the tires and wheels of such wagon, or other vehicle, are at least three and one-half inches in width.

2. No person shall use for the conveyance of articles of burden, goods, wares or merchandise, on any of the public streets within the city of Ottawa, any two-wheeled cart or other two-wheeled vehicle, drawn by one horse or other animal, when the weight of the load thereon exceeds fifteen hundred pounds, unless the tires and wheels of such cart or other vehicle are at least four inches in width.

3. No person shall use for the conveyance of articles of burden, goods, wares or merchandise, on any of the public streets within the city of Ottawa, any cart, wagon or other vehicle, drawn by two or more horses or other animals, the wheels whereof are three and one-half feet in diameter or over, when the weight of the load thereon exceeds fifteen hundred pounds and does not exceed three thousand pounds, unless the tires and wheels of such cart, wagon or other vehicle are at least three and one-half inches in width; nor when the weight of the load thereon exceeds three thousand pounds, unless the tires of such cart, wagon or other vehicle are at least four and one-half inches in width.

4. No person shall use for the conveyance of articles of burden, goods, wares or merchandise, on any of the public streets within the city of Ottawa, any cart, wagon or other vehicle, drawn by two or more horses or other animals, the wheels whereof are less than three and one-half feet in diameter, when the weight of the load thereon exceeds fifteen hundred pounds, unless the tires and wheels of such cart, wagon or other vehicle are at least four inches in width; nor when the weight of the load thereon exceeds three thousand pounds, unless the tires and wheels of such cart, wagon or other vehicles are at least five inches in width.

5. It shall be the duty of all persons in charge of any cart, wagon or other vehicle used for the conveyance of articles of burden, goods, wares or merchandise,

on any of the public streets of the city of Ottawa, to permit any police officer or street commissioner to examine and take measurements of such cart, wagon or other vehicle and the load thereon, and to give to any such police officer or street commissioner who might demand the same such information as he may possess as to the weight of the load on such cart, wagon or other vehicle, and also to convey forthwith such wagon or other vehicle, with the load thereon, to the nearest city scales and have the same weighed thereon, should such police officer or commissioner so require, and it shall be the duty of the person in charge of the city scales to weigh the same free of charge.

Any person or persons who shall be guilty of any infraction or breach of this by-law, or of non-compliance with any of the requirements thereof, shall, upon conviction thereof before the police magistrate, or any justice or justices of the peace having jurisdiction in the matter, forfeit and pay such fine as the said magistrate, mayor, justice or justices convicting shall inflict, of not less than one dollar and not more than fifty dollars, together with the costs of prosecution, and in default of payment thereof the same shall be collected by distress and sale of the goods and chattels of the offender, and in case of non-payment of the fine inflicted for any such breach, and there being no distress found out of which the same can be levied, such offender shall be imprisoned in the common gaol of the county of Carleton, with or without hard labor, for any time within the discretion of the police magistrate, mayor, justice or justices so convicting, not exceeding six months, unless such fine and costs be sooner paid.

Given under the corporate seal of the city of Ottawa this fifth day of October, A.D. 1896.

In California the convicts in the penitentiary are employed in quarrying and crushing stone for roads. The stone is sold for 25 cents a ton, loaded on the cars, and the railroads haul it at a special rate, so that roads can be built at the rate of 50 to 55 cents a cubic yard at almost any place in the State.

Convict labor in road building is being employed in Duval County, Florida, and in North Carolina. In the latter case 21½ cents per day per head is said to cover the cost of food, clothes, medical attendants and guards, as compared with 28 cents per day for maintaining the same prisoners in jail. The Duval Good Roads Association, of Florida, advocates the use of short-term convicts on such work, and makes the claim that they would in this manner pay back some of the money expended on them, and they would also stand a better chance of being called back to an honest life than if they were made to associate with more hardened criminals in a prison.

Road Legislation.

Roads cannot be built by passing laws. The best law will be that which can be best administered; and the law which can be best administered will be that with which the people are most in sympathy. Road legislation is attracting a good deal of attention in the United States. *The Engineering News*, in discussing this phase of the question of road reform, says of a general road law, suitable to United States:

"Broadly stated, the requirements of a general road law would seem to be: A state highway commission made up of experts in road construction; a classification of roads in type and cost according to their importance as lines of travel; a distribution of the expense of construction between the state, the county and the individuals benefited, and stringent laws controlling the construction, maintenance and use of such roads and highways. The details of the road laws would necessarily vary with the resources, geological formation and actual needs of the several states. But where anything is done in this direction the necessity for intelligent expert control should be a first consideration; so that what is done may be in the direction, at least, of permanent and substantial improvement. By the lack of system and intelligent supervision in the past we have wasted many millions on our country roads with little or no lasting result. We now have an abundance of trained men ready to tell us what we can and should do in road construction; we must have these roads in time; and if our legislators will cast aside old usage, and a dread of the results of ignorance and prejudice on the part of their constituents and earnestly work for the general good of the whole community, we will at least make a speedy and intelligent beginning in the good work. The further and proper development will follow in the natural course so soon as we have enough of better roads to teach the masses the true public value of the improvement."

While Ontario will doubtless discover in time the need of amending or changing existing road laws, such legislation must be demanded by the people, not forced upon them. The need of better roads is very urgent. Road-making has not kept pace with the progress of the Province in other respects. The highways have been neglected and forgotten, and the need of the present is that they should receive more thought, and that the people should be taught their value. When good roads are properly appreciated, to improve the laws will be a simple task. But not until the value of good roads is understood, will a change of laws be of service.

With some of the citizens of Ohio it is believed that, in the near future, as the population becomes dense, there may be difficulty in securing a pure water supply. An inter-municipal system is proposed whereby about thirty-five cities, towns and villages may be supplied from Lake Erie.