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MISSING

THE MUNICIPAL WORLD

Published Monthly in the Interests of Every Department of the Municipal Institutions of Ontario.

Vol. 7. No. 8.

ST. THOMAS, ONTARIO, AUGUST, 1897.

Whole No. 80

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Calendar for August and September, 1897.

Legal, Educational, Municipal and Other Appointments.

AUGUST.

2. Last day for decision by court in complaints of municipalities respecting equalization.—Assessment Act, section 79.
- Notice by Trustees to Municipal Councils respecting indigent children due.—Public Schools Act, section 62 (8); Separate School Act, section 28 (13).
- Estimates from School Boards to Municipal Councils for assessment for school purposes due—High School Act, section 14 (5); Public School Act, section 62 (9); section 107 (10); Separate School Act, section 28 (9); section 32 (5); section 55.
- High School Trustees to certify to County Treasurer the amount collected from county pupils.—High School Act, section 14 (9).
- High School Trustees to petition Council for assessment for permanent improvement.—High School Act, section 33.
5. Make returns of deaths by contagious diseases registered during July.
11. Last day for service of notice of appeal from Court of Revision to County Judge in Shuniah.—Assessment Act, section 68 (2).
15. Last day for County Clerk to certify to Clerks of local municipalities.—Assessment Act section 85.
- Last day for Overseer of Highways to return as defaulter, to clerk of municipality, residents, non-residents, owners, etc., who have not performed statute labor.—Assessment Act, section 101.
16. Rural, Public and Separate Schools open.—Public Schools Act, section 89 (1); Separate Schools Act, section 79 (1).

SEPTEMBER.

1. High Schools open first term.—High Schools Act, section 41. Public and Separate Schools in cities, towns and incorporated villages open.—Public Schools Act, section 89 (1); Separate School Act, section 79 (1).
2. County Model Schools open.
6. Labor Day.
14. Last day for Judge to defer judgment in appeals from Court of Revision for Shuniah.—Assessment Act, section 68.
15. County selectors of jurors meet.—Jurors Act, section 13.
- Last day for County Treasurer to return to local clerks amount of arrears due in respect of non-resident lands which have become occupied.—Assessment Act, section 143, as amended 1895.
20. Clerk of the piece to give notice to Municipal Clerks of number of jurymen required from the municipality.

NOTICE.

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The Municipal World

PUBLISHED MONTHLY

In the interests of every department of the Municipal Institutions of Ontario.

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TERMS. \$1.00 per annum. Single copy, 10c.; Six copies, \$5.00, payable in advance

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CHANGE OF ADDRESS. Subscribers, who may change their address, should give prompt notice of same, and in doing so, give both old and new address.

COMMUNICATIONS. Contributions of interest to municipal officers are cordially invited.

HOW TO REMIT. Cash should be sent by registered letter. Draft, express or money orders may be sent at our risk.

OFFICES—28 Elgin Street, St. Thomas. Telephone 101

Address all communications to

THE MUNICIPAL WORLD,
Box 1252, St. Thomas, Ont.

ST. THOMAS, AUGUST 2, 1897.

The appointment of a Provincial Auditor has already had an effect. Treasurers may receive an unexpected visit from him at any time.

* *

The National Conference of Charities and Correction, held in Toronto during July, was largely attended. It is to be hoped that enough enthusiasm has been awakened in the Province to bring about the formation of a Provincial Society.

* *

At the January session of the Bruce County Council, County Clerk Gould reported on an index of County Council minutes, as follows:

"The council as a whole is frequently compelled to refer to the minutes of the past sessions, in the matter of securing information regarding past resolutions, grants, assuming roads and bridges, etc., although knowing such resolutions, etc., are engrossed in the minutes, but cannot be found. This is a great inconvenience, and at times possibly a loss to the county. To overcome this, I have been considering the advisability of compiling an alphabetical index arranged in such a manner as to show all motions, resolutions, subsidies, assuming control, and all matter pertaining to schools, societies, township, town or village, and to embrace all the minutes and proceedings of the county council, dating from the date of incorporation down to the present time.

In this way it would greatly facilitate the finding of any motion of a preceding council during the past thirty years.

The index to be printed in neat book form. You will readily see that there would be a great amount of tedious labor and research in order to prepare and complete such a work in a satisfactory and easy to be understood manner.

If the council would consider the advisability in a favorable manner, I would be prepared to undertake it for a reasonable consideration; the work to be satisfactory to the council."

The County Council recognized the value of this Clerk's suggestion and he was authorized to get up a municipal index, at a cost not to exceed \$200. Such an undertaking involves an immense amount of labor, but when completed it will be a work of great value. Without an index, the minutes of council, as books of reference, are almost without value.

Municipal Clerks Association County of Huron.

The annual meeting of the Municipal Clerks Association of the County of Huron, was held at Clinton on the 29th June last.

President William Lane, county clerk in the chair. Present: Messrs. Prouty, Campbell, Mitchell, Smillie, Sturdy, Morley, Morrison, Hess and secretary W. Coats.

Mr. Hess read the following interesting paper on "The ideal clerks office."

The office of a municipal clerk, whether it is in a private dwelling or place of business, or in a town hall or courthouse, should not be used for anything else or by anybody else than the clerk and his assistants.

It should be a well lighted, ventilated, heated and cheery room, large enough to accommodate the following furnishings:

1. A modern and convenient writing desk.

2. A table and some chairs.

3. A cupboard with the necessary shelving, drawers and pigeon holes, these drawers and pigeon holes should be so constructed and of such dimensions, as the different sizes of books, papers, blank forms and binding cases will require.

4. A rack or stand for keeping the assessment and collector's roll on should be provided, this rack should be so constructed that each roll can be kept by itself, the rack should also be labelled, or the year of every roll should be marked upon it.

5. A fire proof vault or safe should also be provided for the safe keeping of the most valuable documents entrusted to municipal clerks. This is very essential.

6. A number of indexed paper files should be in every clerk's office, one for accounts and communications, one for pathmasters' lists, one for school papers and documents pertaining to schools, one for the registration slips and papers and one for miscellaneous papers. In connection with these paper files there should be a corresponding number of binding cases, for the reception at the end of the year of all the papers which have accumulated during the year. These papers can all be arranged in alphabetical order, so that he can find any document required without any loss of time.

7. In these days of progress a typewriter should be in the office of every municipal clerk.

8. On the walls of the clerks office there should be the following maps: (a) Dominion of Canada, (b) Province of Ontario; (c) one of the respective county; (d) one of the respective city, town, village or township.

9. A few pictures should also adorn the walls of the office, the pictures might be photographs of Reeves and councillors, present and past, in groups or single; of township officers, brother clerks, members of parliament, statesmen, etc.

Mr. Morrison gave an address on "The preparation of the collector's roll"

Messrs. Campbell, Lane and Coats were appointed a committee to prepare a programme for the next annual meeting.

The secretary was instructed to write to each municipal council in the county, calling attention to the benefits to be derived from an annual meeting of the several municipalities, and asking each council to agree to defray the actual expenses incurred by their clerk in attending a two days' session of the association once each year at Clinton.

The Chatham Clerkship.

Mr. Tissiman, city clerk of Chatham, has resigned owing to ill health. He was appointed thirty five years ago and has discharged his duties with an ability seldom surpassed among city officials. The council have appointed Mr. W. G. Merritt, clerk of Chatham township, as his successor.

Mr. Merritt was born in Chatham township on the old Merritt homestead, near Louisville, in 1856. The son of a farmer, until he was thirty years of age he followed the occupation of his father. In the year 1886 S. J. Arnold, then clerk of Chatham township, resigned his position to assume the position of county treasurer. Mr. Merritt was appointed to succeed him. He assumed the duties of new office at once and has since discharged them with marked ability, giving satisfaction to the councillors and winning the respect and esteem of those who found it necessary to transact business with him.

In the fall of 1889 he moved to Chatham and has since resided here. His municipal experience during his nearly twelve years of service with Chatham township has fitted him for the work of city clerkship, and there is no doubt that he will give as much satisfaction to the city as he has to the township.

The county of Brant and city of Brantford are disputing over an amount for sidewalks, sewers, etc., around the county buildings. It appears to us that the county is in no way liable, but that the city might properly object to the use of the sewers by the county without compensation. Several years ago the question of payment of local improvement rates by county court house properties was considered by the Municipal Committee of the Legislature. No action was taken, the general opinion being that these properties should be exempt from all taxes, as at present.

* *

The Good Roads Machinery Company after a competitive test, secured an order from the Dufferin County Council for seven steel Champion road machines. Each township in this county is now supplied. Municipalities in which a road machine had been purchased previous to the action taken by the county council received a grant equivalent to the price paid for the machines by the county.

Municipal Officers of Ontario.

Warden County of Bruce.

Mr. Shouldice is one of the most prominent men in the riding of Centre Bruce. He was born in the County of Gray forty-six years ago, and removed with his parents when a boy to the township of Elderslie. He is a farmer, and owns a magnificent estate adjoining the corporation of Chesley. He was president of the local horticultural society for many years, and in 1883 turned his attention to municipal affairs, and for the last seven or eight years has been reeve of his township, being frequently elected by acclamation. Mr. Shouldice is a thoughtful and cautious man, who has done much to



MR. JAMES SHOULDICE.

advance the best interest in the county in which he lives, and will make an excellent candidate for political honors should he place his services at the disposal of the electors of Centre Bruce.

Let Him Off.

"Wasn't it sad about old Jobley's failure?"

"What! has he failed?"

"Yes, gone clean smash."

"That's too bad; he promised me something yesterday, but now, in his trouble, I will not hold him to it."

"That is very generous of you. What was it?"

"His daughter's hand in marriage."

Jack—She used to be an old flame of yours, did she not?

Arthur—Yes, that was when I had money to burn.

Clerk Township of Augusta.

Mr. Place was born in England in 1836, and came to Canada when four months of age. For over thirty years he



MR. J. W. PLACE.

was engaged in teaching school in the township of Augusta, County of Grenville, and in 1888 received his appointment of township clerk, which office he still holds.

Clerk Town of Leamington.

Mr. Coulson was born in the township of Mersea, Essex county, in 1850, and has always lived near his old home. As a member of the council for ten years he



MR. W. C. COULSON.

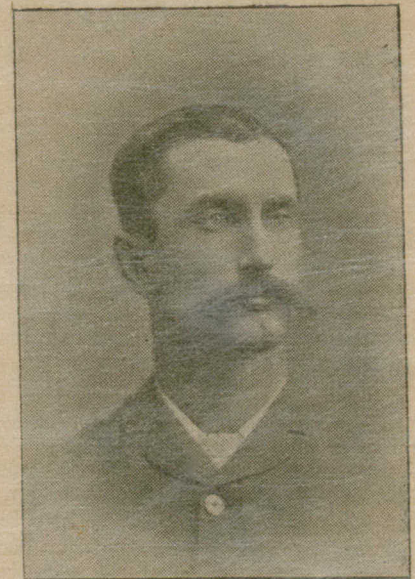
took a prominent part in municipal affairs. In 1887 and 1888 he was reeve, and while at the County Council was successful in securing the establishment of the Leamington High School, now one of the best in Western Ontario.

In politics Mr. Coulson is an active Liberal, and although frequently the choice of his party, he has always steadily

refused any preferment. He has been very successful as an insurance agent, and since his appointment to the clerkship of the town in October, 1891, has devoted himself exclusively to these two duties. He is one of the best posted municipal men in the county, thoroughly competent, always prompt in the performance of duty, and enjoys the honor and respect of his fellow citizens.

Clerk County of Bruce.

Mr. Gould, County Clerk of Bruce, has, for a man of his years, seen a good deal of life. He is the son of the late George Gould, County Clerk of Bruce for thirty-five years, and was born in the village of Invermay, in the year 1858. In 1867 the family moved to Walkerton, and here he received his education. After leaving the high school he took up a farm in the



MR. W. S. GOULD.

State of Michigan, where he lived for eight years. He then sold out and returned to Walkerton. While here he was appointed assistant operator at the Grand Trunk station, and in 1890 he took a position as station agent on the C. P. R. at Winnipeg. He continued at this business for four years, and then took to ranching. Subsequently he accepted the position of traveller for a Winnipeg wholesale house, a position which he held for two years. He returned to Walkerton, and at the December session of the County Council of 1895 was appointed to succeed his father as County Clerk. He was also about the same time appointed clerk of the town of Walkerton and secretary-treasurer of the Northern Exhibition Association.

The Paisley council have passed a by-law requiring the payment of all taxes to a chartered bank on or before the 14th of December, after which five per cent. is to be added to all arrears to defray expenses of collection in the ordinary way.

The Citizen and his City—The City and His Citizen.

The third of The Arena's series of articles on city government is contributed by the Hon. John Boyd Thatcher, of Albany, who divides the municipal problem into two parts—first, the relation of the citizen to his city, and second, the relation of the city to its citizen. Mayor Thatcher censures the indifference and carelessness of the average "good citizen," who are not only immediately responsible for much bad government, but are also taken into account in the formation of constitutions and charters. The Great New York charter is cited as a case in point. Probably no municipal instrument has ever been framed with such care and study as the proposed charter for Greater New York. Yet it is apparent that its aim has been to relieve the citizen of care and responsibility in the city government, except by inviting his attention once in four years when a mayor is to be chosen. It proposes to restrict executive powers by the employment of an impersonal police commission and of individual heads of departments who are deprived of control over subordinates. A single-headed commission appointed by a mayor (himself elected every one or two years), and removable at any time by the mayor, means unusual watchfulness on the part of the citizen. Unremitting watchfulness on the part of the citizen means constant agitation and frequent annoyance.

In discussing the relation of the city to its citizens, Mayor Thatcher lays down the rule: The city shall do nothing for the individual which the individual can do for himself, which he applies to all the functions exercised or proposed to be exercised by city government. Private philanthropy should be depended upon to supply municipal luxuries, and not the city or the state. In other lands, where the state does everything for the individual, the public dedication of private fortunes is not common. Now and then, in a European city, an Althorp library or a Borghese gallery is given to the public, but the instances attract attention from the unexpected diversion of the fortunes to public service. In America the gathering of a fortune has been largely with a view to the establishment for the public of beneficent, charitable and higher educational institutions. This sense of public obligation has been very strong in this country, and it has reconciled the unambitious man to the grasping hands of his accumulating brother.

Mayor Thatcher criticises the municipal activities of Glasgow as follows: "In Glasgow the municipality is a landlord. It not only enters into competition with other landlords, but like any giant of monopolistic tendencies, it drives other landlords out of business. Some of the cheap lodging houses were immoral. There was a large population of men without families who had to be provided with cheap accommodations. To purify

the character of the immoral lodging houses—a police duty, by-the-bye—and to preserve cheap homes for its poorer bachelor citizens, the city of Glasgow erected comfortable houses where a good room and bed, light, heat, and the privilege of a cooking stove were furnished at cost per night of from seven to nine cents in our money, according to accommodation. In that same city and in other cities on the continent, the municipality is engaged in the laundry business. The city owns tubs, steam machinery, mangles and ironers, and conducts in several districts a general laundry trade, not merely competing, but actually establishing, by its municipal wash lists, the price and charges of that particular business enterprise. The thoughtless philanthropist cries "Splendid!" Yes, splendid! but not the proper employment for government. The same philanthropist applauds the municipal lodging-house plan. He does not consider that these cheap, comfortable, convenient rooms are keeping men in an unmarried, and therefore in an unnatural state, and further, that where thousands of men are maintained happily on fifteen or twenty cents per day—this sum includes lodging and breakfast and supper—one of two things must come to pass: either this vast army of bachelor laborers will compete with and drive out of the labor market another vast army of married laborers who enjoy none of these cheap comforts, or else this vast army of bachelor laborers will work but one day in the week at the sustained and regular rate of pay, thus earning enough to keep themselves in idleness, and at possible mischief the remaining six days. The philanthropist is a blessed being, and we owe to him most of the amelioration of the race, but his mission is to soften and leaven government and not to fashion it.

Mr. John E. Ramsden, who has recently been appointed County Clerk of York, is a man of wide experience in municipal affairs, having occupied every position in the County Council. As County Commissioner he is well versed in the troublesome road question of the past; as a representative of the Board of the Industrial Home he is conversant with the working of that institution, and as a member of the Board of Audit this matter, too, has come under his notice. Commencing his municipal career in 1886, Mr. Ramsden was for four years a councillor in East Gwillimbury, and was elected reeve on the retirement of Mr. Rowen. He represented the municipality in the County Council for four years, and in 1889 received the honor of being elected Warden of the County. He was then defeated by Mr. Pegg, who represented East Gwillimbury for four years. In 1896 he defeated Mr. Pegg, and this year is representing Sharon Division No. 8 in the County Council. He has been a successful business man at Mt. Albert for years. He was born at Thornhill, Markham township, forty-seven years ago.

Social Aspects of Municipal Services.

In the administration of city services, especially the municipal industrial enterprises, the social effects of their operation must be kept in view. In our American cities the gas and street railway services have never been viewed in the light of their social function. The former, while in many cases under direct municipal management, has been controlled by purely financial considerations. The latter has been uniformly managed by private corporations. Here, again, the recent experience of English cities is extremely significant. The street railways of Glasgow and Sheffield, which are under direct municipal management, are being used as a means of affecting a better distribution of population. The rates of fare are so adjusted as to offer direct inducement to the laboring classes to move into outlying districts instead of congregating in the central and already overcrowded portions. The one and two cent fares during the early morning and evening hours have been the means of bringing large numbers into a new environment. Recently the city has decided to go one step further in offering model tenements in peripheral districts. This may seem a dangerous extension of function, and yet it is but the logical outcome of a recognition of the true relation of the community to its environment. In the administration of the gas service similar ends have been pursued, although not always with the same conscious purpose. The use of gas in England among the working classes is not as general as in the United States, a fact which does not affect the general principle. In order to make its use an integral part of the standard of life, it was necessary to sacrifice, to a certain extent, the purely financial end. To effect the introduction of a new commodity into the standard of life, it is necessary that the utility of that commodity should exceed its cost to a degree greater than that of some one of the elements making up the existing standard. In other words, the commodity must appear more desirable to the individual than some other he has been in the habit of purchasing. Every inducement to use gas for both heating and lighting purposes was offered. The price was gradually reduced until at the present time Glasgow offers gas at 58 cents per 100 cubic feet; Bradford, 58 cents; Manchester, 56 cents; Leeds, 54 cents. As an additional inducement, penny-in-the-slot meters were introduced in most of the cities, of which Leeds has 1,300 in operation; Birmingham, 2,000; Manchester, 11,500. A similar policy is now being adopted in the electric light service.—*Dr. Leo S. Rowe in June Municipal Affairs.*

"With Greece it has been out of the frying-pan into the fire."

"Yes, and the best the powers can possibly do will be to get her back into the frying-pan."

ENGINEERING DEPARTMENT.

A. W. CAMPBELL,
O.L.S., C.E., M.C.S., C.R.

Culverts and Bridges.

The majority of Canadians, when visiting Europe, are impressed with the durability and solidity which characterizes the structures of that country. Private residences are built to withstand the wear of centuries. Cathedrals, public halls, libraries and similar civic institutions are constructed, not merely for the present, but for future generations. Among the works marked by this durability are to be classed the public highways with all that pertains to them. Canada, in this regard, presents a very unfortunate contrast.

It can justly be argued that Canada is a very young country, and that England is a very old country; that Canada is not a wealthy country, and that England is a very wealthy country. While England is, in a way, a very old country, yet it is not so much older than this country in the arts of civilization which should teach our citizens and municipal councils the necessity for and the means of wisely spending money in permanent improvements. And while England is a richer country than Canada, that greater degree of wealth has been brought about, to some extent, by the very durability which we have so long avoided. Permanent improvements are the cheapest. Structures which need props and repairs within a year or two after they have been built, seem to be in a chronic state of starvation, with a ravenous appetite for money. Canadians have not yet entirely outgrown the idea that they live in a pioneer land, where the needs of the present entirely overwhelm the future.

In nothing is this temporary building more apparent than in our highways; and in no detail of our highways is it more striking than in the matter of bridges and culverts. At the same time there is no portion of the making of a road that offers more scope to the roadmaker than in providing substantial and permanent waterways. Instead of the handsome stone and concrete arches that span so many of the streams intersecting the highways of England, there are to-day in this country scores of wooden boxes and trusses—flimsy, disjointed, unsafe; the constant source of accident, and the bottomless pit into which councils are annually throwing money in a vain endeavor to keep them in repair.

There is no departure which would more enrich the highways than the general use of stone and concrete for the construction of bridges and culverts. They cost more in the first instance, but the longer life, the fewer repairs needed, the greater convenience, and lesser liability to accident, render them in every way desirable.

In the construction of a stone arch, the first consideration is the foundation. The depth to which the excavation must be

made will depend chiefly on the span of the arch, and the nature of the natural soil on which it will rest. The chief object is that it shall be secure. If bed rock comes to the surface it may be safe to rest the base of the arch upon it without any further excavation. A firm hardpan may exist a short distance below the surface of the ground. But a quick-sand, or other insecure footing, may necessitate the sinking of piles, or the placing of a wide and, perhaps, deep concrete base. But the foundation must be sufficient to provide that the washing of water cannot undermine it, that the lateral thrust of the embankments cannot move it, nor that the weight of loads cannot cause it to sink. No more definite rule can safely be given than to make the most of local circumstances, with always a fair margin for safety.

Full-centre arches, that is, entire semi-circles, are easily formed, possess great strength, and have little lateral thrust, but with wide spans, they necessarily rise to a correspondingly great height, and cannot always be employed. A segmental or flat arch will lessen the rise, but has a considerable lateral thrust which necessitates very strong abutments. A compound arch, made up of a number of different circles, when rightly proportioned, combines the advantages of the two, reducing the height, lessening the lateral thrust, and at the same time having an excellent appearance.

The thickness of the arch depends on a number of details, the chief of which are: the form and size of the arch, the quality of the material composing it, and the character of the workmanship. A twelve-foot span is an average culvert, and with this, in the case of first-class masonry, 15 inches would do, but it might be necessary to increase it to 20 inches, or even more, to provide for various exigences.

The dimensions for the abutments of a similar arch, 12-foot span, are dependent upon a great many circumstances, as with the thickness of the arch itself but 5 feet may be considered a fair average with good masonry. The haunches or shoulders should be built from the spring of the arch half-way to the top.

With regard to the masonry, first-class Portland cement or other approved hydraulic cement must be used. Ordinary mortar will not do, except for work extending entirely out of the reach of moisture and dampness. The arch stones should be full-bedded in cement, and each course afterwards thoroughly grouted. Each stone should be cleaned and dampened before being placed in the arch, and improperly dressed stones should be recut, as no hammering should be allowed after the stones are set. The ring-stones should be dressed into a wedge-shape, so that they will radiate truly from the centre of the circle, and should be so dressed that the joints need not exceed three-eighths of an inch in width. The ring-

stone should be of such thickness as to expose ten inches on the inside or face of the arch. The exterior of the arch should be flushed with a one-inch coat of cement and the surface then smoothed off.

Arch-culverts and bridges of cement concrete can frequently be constructed more cheaply than can masonry arches, and, if careful workmanship is employed, are quite as serviceable. They are formed by constructing crib-work and thoroughly ramming the concrete into it in successive layers. The manner of mixing the concrete depends on the character of the cement used, some cements being slow-setting, others quick-setting; some will set well in water, while others will not; some will allow a considerable proportion of water to be used in forming the mortar, while other cements should be but slightly moistened.

The broken stone or gravel used in forming the concrete must be entirely free from dirt, clay and earthy material; otherwise the arch will quickly decay.

One feature in connection with concrete culvert work is that, with the crib-work and centres in place, any intelligent man can, by following the instructions of the engineer, lay the concrete. Manufacturers complain that masons, in the great majority of cases, entirely disregard the instructions given them with respect to the mixing of cement, and follow their own methods of mixing common mortar, while a man totally unaccustomed to work of this description will obey instructions carefully and minutely. Concrete cannot be mixed and put in place like common mortar, and by overlooking this fact, much concrete work has failed, and has brought the material into disrepute in some localities.

Japanese Roads.

While Canada and other civilized nations are worrying over the heathen of Japan, and sending the missionaries, it might be appropriate for that country to send the gospel of good roads to some of their more enlightened sympathizers. For centuries Japan has had good roads. As long ago as 1691 the Kioto-Tokio highway, 307 miles in length, was noted for its excellence. The new class of traffic which civilization has introduced, caused Japan in 1875 to adopt road laws very similar to those of France. There are national roads, constructed by the state, prefecture roads, corresponding to our county roads built and maintained partly at the expense of the state, and partly at the expense of the prefecture (or county); township roads for which there is local taxation. All work done on these is performed under the supervision of skilled engineers.

Printer's devil—Say, de editor wants yer t' pay up yer next year's subscription in bromo-seltzer right away.

Druggist—Why, what's the matter?

Devil—A fellow paid three years' subscription in apple jack yesterday.

Purification of Water.

The cleaning of storage ponds, it has been said, is all a mistake, and that it would be far better to leave the vegetable debris and add to the accumulation, rather than diminish it. Comparative experiments upon reservoirs have shown, however, that improved water invariably follows cleaning, and it must be remembered that while good water may be obtained from swamp sources, where vigorous growth disposes of the products of decay, beyond question the reverse obtains under conditions permitting the products of decomposition to accumulate. The bottom of a prepared reservoir should be cleaned of all varieties of vegetable matter. Decomposition of recently killed vegetation takes place quite rapidly under water at first, but afterwards proceeds with great slowness.

A reservoir with gently sloping sides furnishes favorable conditions for contaminated water supply. Such sides permit thin layers of water to be over heated by the summer sun, thus favoring the growth of aquatic and land plants, which subsequently decay and damage the water.

Great trouble with the water supply (New York and Croton supply line) arose at Purdy station from the fact that they had not disposed of the grass of the farms covered with water. They removed the trees, but did not remove the stumps or plow the grass lands, and when the latter were flooded and again exposed, the stench was so tremendous that it nearly drove the Purdyites out of town.

Water from underground sources should be distributed as soon as possible after being brought to the surface. As they are commonly well supplied with plant food in solution and under the influence of light and air, there is danger of the development of algae if much exposure to these elements be allowed.

Sedimentation—suspended impurities, is of two sources, one arising from the impounding of surface water. Bacteria die slowly, and although a large percentage will disappear through storage, they are very long in settling, so that it should not be expected that a reservoir could do the work accomplished by a filter.

With reference to the influence of precipitating mud—if the water be roily—let us take one roily and one not, but each containing the same number of bacteria per cubic centimeter. The one that is muddy or roily will, during the same length of storage, improve the more so far as the bacterial contents are concerned. The precipitated mud acts as a carrier of these bacteria and drags them down as it falls.

It is the common American practice to deliver water raw to the consumer. Even when its purity is unquestioned, such is not the European custom; public sentiment practically demands that surface water should receive sufficient purification

before distribution for domestic uses. In Germany this matter is regulated by statutory law. Filters are established to filter waters equal in natural purity to the best supplies America can show.

To abandon an existing water supply system, or to purify a polluted water, always involves the outlay of much money, and the taxpayer has the right to inquire whether the cash is fairly expended. No better measure can be furnished of the wholesomeness of a water supply than the actual list of typhoid fever cases in the community supplied. The means of prevention, in the shape of great public works are expensive, and the question is asked. Do these works pay? Can we afford to save the typhoid victims?

According to Rochard, the economic value of an individual is what he has cost his family, the community or the state, for his living, development and education. It is the loan which the individual has made him by his relatives and the state in order to reach the age when he can restore it by labor. Chadwich considers an English laborer equivalent to a permanent deposit of \$980; Farr gives \$780 as the average value of each human life in England. The French soldier is rated at \$1,200. In view of the fact that typhoid fever selects by far the greatest number of its victims from among those in the very prime of life, to the relative exclusion of the very young and the very old, it will be reasonable to place the loss caused the community by a death from typhoid fever at \$2,000. This is less than half the figure so frequently referred to in the courts of New York state as the value of a human life.—*Municipal Engineering.*

Electric Railways—How to Make Them a Commercial Success.

For an electric road in a town or city street, or wherever pavements of a permanent character are used, the girder rail seems to be the only one suitable. The depth of the rail should be not less than 7 inches, and should weigh from 70 to 90 pounds to the yard. What the exact weight of the rail should be would depend upon the frequency of the service required, and the weight of the rolling stock to be used. In a macadam or unpaved roadway, a T rail of 65 pounds to the yard is all that is necessary. While it may be better under certain conditions to have rails laid in concrete with a permanent pavement, my experience has been that cars rattle and jar a great deal more than when running over a road-bed of less rigidity. In all paved streets, rails should be firmly spiked on oak ties 5 in. x 7 in. x 7 feet, spaced two feet apart. The grade should first be properly levelled, and the whole surface covered with good coarse gravel 6 inches in depth. Fish plates or angle bars 3 feet long, with not less than 6 bolts at each rail joint, should be properly fitted and bolted. Soft copper bonds of sufficient size to

carry the maximum return current from any distant part of the line to the power house, should be properly attached at each joint.

The trolley should be carried with a straight line hanger thoroughly insulated and attached to a flexible bracket or span wire.

The rolling stock should be the best obtainable, and for city traffic, mounted on single truck with wheel base not more than 7 feet 6 inches.

The power house should be built near a railroad track, so that coal can be cheaply delivered, and it is very desirable that the site selected should be near a good water supply, so that condensing engines may be used. If these conditions can be had near the centre of distribution, a very great saving can be effected in the cost of copper feeders.

In Canada where soft coal is used for fuel, the high freight and duty rates make it essential to have boilers of the highest efficiency, without much regard to their first cost. For this same reason, the boiler room should be fitted with fuel saving appliances, such as an economizer, heater, stoker, automatic damper, regulators, etc.

A certain degree of revenue is the reward of all street railways, but it is not enough that we carry our regular customers. These come to us anyway, and it is to these that we look for a guarantee of our operating expense. The profit or success of the railway lies in the margin of how many we can induce to become patrons, and thereby increase the regular revenue. One good way is to issue annually a handsomely illustrated booklet, which contains cuts of all the interesting points touched by the cars, briefly telling how to get there. A specially illuminated car for trolley parties is a profitable source of revenue. Many electric railway companies establish parks at the end of one or more of their lines, and provide amusements in the way of band concerts, etc. This brings considerable increased revenue, at a time of the day when cars would otherwise be running light. Some companies claim to have profited by this departure, while others have an adverse experience.

The selection of employees has more to do with the success of an electric railway than anything else. The idea that anyone can run a street car, has, in many cases, resulted in the employment of incompetent, care'ess and ignorant men, who, through these qualities, have brought the railway into public disfavor. Conductors, motormen, inspectors and shopmen have the power to earn or lose money, make the railway popular or odious with the public, keep claims for damages at a minimum or make them a burden, and very often their selection does not receive the care that is exercised in the purchase of ordinary supplies.—*C. E. A. Carr in Canadian Engineer.*

Public Affairs in Lindsay.

A by-law was passed lately by the council of the town of Lindsay, leading to the adoption of better methods in the conduct of public works. A member of the council, in supporting the motion, is quoted by the *Lindsay Post* as follows:

"Since the appearance of Mr. Campbell, the Good Roads Commissioner, in Lindsay, the good roads agitation has become the burning question of the day. Mr. Campbell's clever lecture on road-making has set the people thinking, and as a result they have become agitators for good roads, and their constant and persistent agitation makes it compulsory on this council to take the matter up and endeavor to deal with the question intelligently and to the best of our ability, and in doing so it is hoped that no member of this council will be influenced by prejudice or by a desire to thrust forward some untried and unproven system.

"Mr. Campbell told us that we must, in order to meet with success, lay down some approved and well tested plan for our guidance, and comply with it to the letter. He meant by this that we must institute and inaugurate some thoroughly tested and well proven system for building streets, and make proper provision for putting in practice whatever system we adopt. This, I think, you will all agree with me, is sound advice, and if we have a desire to profit by our past experience, we ought to accept it, especially when it comes from the best authority in road-making in Ontario, and is given in a generous spirit and with an honest desire to improve the condition of the country. Mr. Campbell is a civil engineer with a high reputation and a character without a blemish. His integrity where he is best known is fully established, and his ability as a good road builder is at the top of the profession. He has earned his spurs honestly by practical experience and by instituting a system that has produced satisfactory results; therefore, I say, and I say it advisedly, that the proper system for us to adopt is the one laid down by Mr. Campbell, especially as it is backed up by his reputation. There may be other plans just as good, and some may look more feasible, but I am thoroughly convinced that Mr. Campbell's plan, with the additional facilities afforded us of obtaining access to him when further information is required, will meet our requirements in every particular, and eventually prove that we acted wisely when adopting his system, and I trust that there will be no two opinions as to the advisability of this course, and when once adopted let us all, in the interests of the town, unite as one man in endeavoring to carry out his instructions faithfully, honestly and intelligently to the best of our ability.

"I am aware that some are averse to the adoption of this system, but I have yet heard no argument to the contrary of

sufficient merit to weaken my opinion in regard to the adoption of Mr. Campbell's plan in its entirety. Objections have been made on the ground of cost by saying that the system involves too great an expenditure, and that our finances are not in a sufficiently flourishing condition to warrant us in the adoption of such a system. This is a mistaken objection, and the man who makes it has neither studied the system nor the financial standing of the town. Because we were financially 'in the soup' two years ago is no reason for assuming that we are still there. I am pleased to state that, notwithstanding the fact that our county rate has been increased by \$350, that we have this year purchased a roller at the cost of \$664, 500 feet of additional hose at a cost of \$427.50, property from Squire McDonnell for \$150, and contemplate putting in a fire alarm system at a cost of \$750, and have besides provided for a previously unprovided for sinking fund of \$1,700, together with all other requirements, at the rate of twenty-four mills on the dollar, without a deficiency, and that two years ago, with a rate of twenty-five mills on the dollar, there was a deficiency in the treasury of \$5,000, which had to be provided for last year. This shows the recuperative powers of the finances of the municipality when carefully managed, as I maintain they have been by both last year's and this year's council.

"The average amount expended by the board of works for the last ten years has been \$4,500 per annum. The adoption of this system, now that we are provided with the necessary machinery, need not necessarily increase this amount to any material extent. This sum expended annually under the proposed system will give us two miles of a substantial and well made street each year, and allow \$750 to build and repair sidewalks, and by properly building two miles of streets annually it will be only a matter of a few years until we have good streets throughout the town, and, instead of it being called, as Mr. Barron said at Mr. Campbell's meeting, 'Muddy Lindsay,' it will be conspicuous by its cleanliness and absence of mud.

"By adopting this plan it will necessarily make a change in our system of doing and overseeing the work. It will, after the annual appropriations have been made, place the whole responsibility on the shoulders of a thoroughly competent board of works commissioner, who will be appointed by by-law, defining his duties explicitly. He will, under proper restrictions, expend the annual appropriation in accordance with the annual report of the board of works to be adopted annually by the council. He will have full power to employ and discharge all employees in the department, and assume the entire responsibility of obtaining the best results possible in exchange for the money expended in the department; he shall consult with the board of works

weekly, and report to the council at least once a month, and oftener if required, and at the end of the season he shall make a final report of all the work finished and unfinished. The system ensures protection by having an efficient man at the head of the department at all times, and will relieve the chairman of the board of works of responsibility and the loss of much valuable time, for which he has never been reimbursed. It is unreasonable to expect any man, much less the chairman of the board of works, to spend his time without remuneration, and I don't think the people, generally speaking, do expect it, and if they do they will be disappointed. The municipal law is unjust and unfair on this point. Provision should be made at once by which town councillors can be paid in proportion to their responsibilities, and until some such law is enacted the affairs of town municipalities will suffer and never receive the careful attention to details they deserve and are entitled to. The ratepayers understand this; they recognize the fact that a 'laborer is worthy of his hire,' and they know that until their municipal representatives are properly paid for their services that their affairs will suffer in the hands of incompetent men. Just why the legislature should discriminate between the payment of township and town councillors I have never heard satisfactorily explained, but it is a fact that township municipal affairs are, as a rule, administered more carefully and economically than town affairs, and I attribute this to the reason that township councillors are paid and town councillors are not. This, however, is outside of the question, but it is a matter that should be taken up and agitated by every village, town and city municipality in Ontario, and it is just possible that I may deal with this question another time at greater length, and in my humble way endeavor to show its injustice, not only to the representatives, but to the municipalities also.

"A properly qualified board of works commissioner, by uniting theory and practice in road building, will accomplish maximum results with minimum expense. It will remove the charge of favoritism from the board of works and give the ratepayers very much better value for the money expended under his supervision than can possibly be obtained under our present unsatisfactory system. I trust, Mr. Mayor and gentlemen of the council, that you will pass this resolution unanimously and allow the council to introduce the requisite by-law at the next or some subsequent meeting of this council, authorizing all streets to be built on the plan advocated by Mr. Campbell."

Workingman—"Gentlemen, can you tell me how to get work?"

Weary Walker—"You bet we kin. Just dress yourself like one of us boys, and you'll have work offered you every where you go—that's right!"

Bad Roads.

WHY WE SHOULD HAVE THEM—HOW TO MAKE THEM.

There is an absurd idea gaining ground here and elsewhere that better roads would be advantageous, and that the present methods of building and maintaining them are out of date. In every age and in every country there has been a class of agitators, disgruntled, dissatisfied, endeavoring to overthrow existing conditions. In Russia there are Nihilists, who rebel against the tyranny of the Czar; Spain is at present disturbed by Cuban patriots; in Canada there are road reformers. The last mentioned are turbulent, obnoxious and aim at a state of anarchy.

Bad roads are in every way desirable. They kill time. Farmers have too much time hanging on their hands. They don't know what to do with it all. Time is money. Farmers have so much money, usually, that they can afford to kill time. They have time to burn. But they don't burn their money—just time.

We have enjoyed the benefits of bad roads so long that if they were converted into good roads we wouldn't know how to use them. Every farmer would be as uncomfortable as a Fiji Islander wearing a new suit of clothes and a fur overcoat. How they would perspire! In the meantime the horses perspire.

Bad roads kill horses and help to keep up the price. Good roads would encourage fast driving, and would thereby encourage cruelty to horses. Fast driving is very immoral. With good roads every farmer's son would own a nice top buggy, and would be able to keep it clean long enough to drive into town; and they would want to spend half their time in town. Bad roads keep them at home. They have to "stick to the farm" because the farm sticks to them.

These are a few of the reasons why we want bad roads. But it does not complete list by any means. There are many other matters respecting commerce, society and civilization, which we have not space to even suggest. Of course, if they have been applied, in principle, to other matters beside roads, we would still be without the printing press and the steam railway. We would be without religious and educational institutions. There would be no progress, no civilization. The savages of Central Africa would send missionaries to us.

Still it is evident that we want bad roads. In making them, the first point to observe is that water should be kept in the road as much as possible. Dig trenches along each side of the wagon track, but do not provide a fall, or outlets, to carry water out of the trenches, otherwise they will be drains. These trenches should hold water and permit it to soak into the roadbed, keeping it soft. If the surface of the road should by any means get dry, the tires of vehicles will easily

break through the crust and sink into the soft foundation.

The dirt from these trenches, composed of sod and clay, should be thrown into the centre of the road, so as to secure a good depth of mud. By keeping the roadway flat on the surface there will be little danger of aiding drainage to any extent by the greater height of the centre. The sod, too, will decay, and is excellent to keep a road in a muddy condition.

If gravel must be used on the road, choose a quality containing plenty of sand and clay. This will retain moisture, and will yield easily under traffic in wet weather. There should be plenty of big stones to roll around under the feet of the horses and the wheels of the vehicle. A rotten culvert, standing a foot or so above the surface of the road is almost necessary for the making of a bad road in its ideal state. They break the monotony, carriages and horses' legs.

A road-grader is a good thing with which to make bad roads, although in the hands of an unscrupulous person it may also be employed in making a good road. Care should be taken to choose an operator who doesn't know how to make a good road, and the chances are that he will be successful in producing a bad one. Do not keep one man constantly employed on it, but pass it around for every one and any one to try his hand on. It is just like a plow in this respect. Do not get an experienced man in the first instance, and see that no one gets any experience. When using it on a gravel road always turn the dirt and sod from the shoulders of the road, and the ditches into the centre of the road. If gravel can be covered by this means let the maker of bad roads wear a blissful smile. He has crowned his efforts with success. If the gravel road was previously good, it will be ruined by this treatment.

Use narrow tires. Wide tires have a tendency to keep the surface smooth. Narrow tires cut into the road, and are harder for the horses to pull, but the man who has the interests of bad roads truly at heart must not hesitate. Besides, the horses have to do the pulling. The driver can sit on top of the load and smoke. What use are good roads, anyway? We must have time to smoke.

If these few principles are carefully followed our roads will remain pretty much as they are at present for a number of years.

At an enthusiastic citizens meeting in Chatham, it was decided to establish free swimming baths for the youths of the city. The feeling of those present was expressed by the following resolution: "That after fully discussing the desirability and necessity for a public bathing place we deem it necessary that such an institution be built at once to promote and preserve public morals and decency, to teach the proper art of swimming and conduce to cleanliness and public health."

Report on Roadmaking.

The *Engineering News*, of New York, one of the leading American authorities in such matters, in commenting on the recent report of the Provincial Instructor in Roadmaking for Ontario, says: "This excellent report upon the construction and maintenance of country roads and town streets should be in the hands of every man interested in improvements of this class. The road problem is not only well discussed, but the detail of location, construction, repairs, administration and provision of means for road improvement are all taken up after a very sensible fashion."

The *Surveyor and Municipal and County Engineer*, published in London, England, in the course of an exhaustive review of the report, says: "The oft-repeated phrase, 'history repeats itself,' can scarcely be more true in any connection than in that of the development and progress of road-making. In reading the Provincial Instructor's report one's attention is at once attracted to the similarity in the stages of development of the opening up of lines of communication in Ontario with the rise and growth of the national demand for good roads in our own country.

It is shown that roads have in all times been amongst the most influential agencies of society, and that road-makers have been among the most effective pioneers of civilization. Good roads also enable the natural resources of the country to be developed, and in every way tend to bind society together and to produce that 'healthy spirit of industry which is the life and soul of every great nation.'"

In conclusion, the reviewer says: "The report will be found highly interesting to English municipal engineers, and will well repay a careful perusal."

Stratford's City Engineer.

The council of the city of Stratford has recently passed a by-law appointing W. F. VanBuskirk, C. E., to the position of city engineer. The by-law requires that an office be kept open during regular official hours, and that it be furnished with all necessary instruments, and an assistant capable of operating a type-writer; also that weekly pay sheets be made out in connection with all city work. The duties of the engineers are further defined as being those of an inspector or supervisor, looking after all repairs, measurements, etc., and to make assessments for all local improvements, to attend council meetings, and otherwise assist in furthering the interests of the city.

This is a new departure for Stratford, but is an example which should be followed by a number of other towns and cities in the near future. Every municipality requires an officer of this description to take charge of its public work.

LEGAL DEPARTMENT.

JAMES MORRISON GLENN, LL. B.,
of Osgoode Hall, Barrister-at-Law,
Editor.

LEGAL DECISIONS.

Moncrieff vs. Town of Peterborough et al.

This action for damages was brought by George Moncrieff and his wife, Eliza Moncrieff, against the town for injuries sustained by the female plaintiff on the 16th of March last. The accident took place about 7.30 in the evening and was caused by a trap door covering an approach to the cellerway on Simcoe street leading to the rear of Fairweather & Co.'s store. One of the planks in the trap door had fallen through, leaving a hole into which Mrs. Moncrieff slipped and thereby sustained serious injuries. The action was originally brought against the town. The town then added the Toronto Savings and Loan Co. and A. E. Dixon the owners of the building, and Fairweather & Co., the tenants, as third parties, claiming that the area and the trap door were maintained by the third parties for their own convenience, without the consent of the corporation. The third parties replied that the town had assumed control of the trap door and the sidewalk and had constructed the same in a defective manner contrary to the express instructions of the third parties, and they denied all liability in connection therewith.

After hearing the case Judge Weller delivered the following judgment:

I find the accident did not arise from the opening underneath the sidewalk. It may be the opening might have increased the injuries or it might not. The accident was caused by the plank being out. It is the duty of the corporation to maintain the sidewalks. It may not be their duty to build them. More care would be expected over a place like this. I find at the time the accident occurred the sidewalk was not properly constructed, having regard to the place. It seems to have been constructed less securely than in other places, because the plank was cut in two. The cause of the accident was in the fact of a part of the sidewalk being up, a board being out of its place. There is a defence of contributory negligence. There is nothing to show it, and it is not argued. It is impossible for the town to get rid of its liability. I find that what this lad did was, in addition to the imperfect construction, the cause of the accident. That does not free the town. They should have properly constructed it in the first place and maintained it in the second place. Want of notice is argued. I cannot agree to that. If the defect was patent notice was required. In this case it was patent to no one. No one could see the defect in construction. It was apparently right, but was really all wrong. I reserve the right to extend my views in case of appeal. The town is liable. On

question of damages, the damages sustained by the husband were \$25, \$15, \$6.60\$—46.60. Also something for other damages; this damage I put at \$60. The woman's damages are hard to estimate, the pain and suffering and shock, etc. I give her \$75. There will be plaintiffs' cost against the corporation. Central company and Dixon are not liable. As against Fairweather, I find it was not an opening placed, made, left or maintained by Fairweather or his servant. He left no opening, though what he did caused the plank to come off in a short time.

Claims of the corporation against the third parties dismissed with costs.—*Review.*

Regina ex rel Ferris vs. Speck.

Municipal Elections — Village Councillor — Property Qualification — Leasehold — Incumbrances — 55 Vic., c. 42, s. 73.

Appeal by the relator from an order of the judge of the County Court of Welland, dismissing a motion to void the election of the respondent as a councillor for the village of Niagara Falls for alleged want of property qualification.

The respondent was duly rated upon the proper assessment roll as tenant of land assessed thereon for \$800, which land, with other land owned by the same landlord, which it was admitted was of the value of at least \$1,100, was incumbered by a mortgage of \$800 having priority to the respondent's lease.

The question turned upon the meaning of section 73 of the Consolidated Municipal Act, 1892, which requires, as to the property qualification, so far as applicable to the case, that a person to be qualified to be elected must have at the time of the election, as proprietor or tenant, a legal or equitable freehold or leasehold, rated in his own name on the last revised assessment roll of the municipality to at least the value thereafter mentioned over and above all charges, liens and incumbrances affecting the same, such value being in the case of councillors of incorporated villages, freehold \$200 or leasehold \$400.

The County Court Judge was of the opinion that the mortgage was not to be taken into account in ascertaining the value of the respondent's leasehold, as it was not a charge, lien or incumbrance affecting it, within the meaning of sec. 73.

Held, that this view was the correct one. What was meant was that the leasehold interest itself should be the subject of the incumbrance where the qualifying property is a leasehold interest; that is to say, an incumbrance created by the owner of the leasehold interest or operating upon it *qua* leasehold.

Held, also, that the mortgage debt should be apportioned according to the respective values of the two properties included in it if the encumbrance were one within the provisions of section 73. See *Moore vs. Overseers of Parish of Carisbrooke*, 12 C. B., 661; *Barrow vs. Buckmaster*, ib. 664.

Regina ex rel. Joannis v. Mason.

Municipal Elections — County Councillor — Property Qualification — 55 V. c. 42, s. 73 — Actual Occupation — Partnership Property — Assessment.

An appeal by the relator from an order of Mr. Cartwright, an official referee, sitting for the Master in Chambers, dismissing a motion in the nature of a *quo warranto* to remove the respondent from the office of a county councillor of the County of Carlton, on the ground of insufficient property qualification.

By section 14 of the County Councils Act, 1896, 59 V. c. 52, the qualification of a county councillor is the same as that of a reeve of a town.

By section 73 (1) of the Consolidated Municipal Act, 1892, 55 V. c. 42, a person to be qualified for election as reeve of a town must have, or his wife must have, at the time of the election, as proprietor or tenant, a legal or equitable freehold or leasehold rated in his own or his wife's name on the last revised assessment roll over and above all incumbrances to at least the value of freehold \$600 or leasehold \$1,200; but if within any municipality any such person is at the time of election in actual occupation of any such freehold he will be entitled to be elected if the value at which such freehold is actually rated amounts to not less than \$2,000, and for that purpose the value shall not be affected or reduced by any incumbrance.

The respondent and three other men were in partnership and were assessed as owners of a saw mill and adjacent land for \$7,500. The property was heavily incumbered.

W. H. P. Clement, for the relator, argued that the words "actual occupation" in the proviso to section 73 meant exclusive occupation; also that it was not to be assumed that the respondent had an equal share with the others in the property.

Street J. held that the Statute did not require exclusive occupation and the occupation by the respondent as one of the partners was sufficient, and he must be taken as assessed for one-fourth of the \$7,500, and to be in actual occupation of his portion of it. A presumption of equality arises from the assessment. *Regina ex rel. Harding v. Bennett*, 27 O.R. 314, 16 Occ. N. 121.

An Unconscious Irony.

"I never see that good old motto, 'Honesty is the best policy,'" remarked Senator Sorghum, "without being carried back to my boyhood days."

"It is a grand old motto," replied his friend, "one that it is well to impress early in life."

"Yes. I'll never forget the time I had to pay the smart boy of the school seven cents and a jack-knife to write that line in my copy-book so as to keep me from getting marked below the average in penmanship."—*Washington Star.*

QUESTION DRAWER.

Subscribers are entitled to answers to all questions submitted, if they pertain to Municipal matters. It is particularly requested that all facts and circumstances of each case submitted for an opinion should be stated as clearly and explicitly as possible. Unless this request is complied with it is impossible to give adequate advice.

Questions to insure insertion in the following issue of paper should be received at office of publication on or before the 20th of the month.

Communications requiring immediate attention will be answered free by post, on receipt of a stamped addressed envelope. All questions answered will be published, unless \$1 is enclosed with request for private reply.

Tax on Deer Hounds.

320.—DYER'S BAY.—1. Can the council of Lindsay pass a by-law imposing a tax of two dollars on each hound, owned by persons not residents of the municipality, and one dollar or less for each hound owned by a resident, and one-half of the above figures for any other class of dog? In other words, can non-residents be charged a higher rate than residents?

2. Would the council be justified in charging a higher rate than above named?

3. Would the council have the right to charge two or three dollars per dog to non-residents and allowing the dogs of residents to go free.

4. What penalty might be inserted in the by-law for neglect of obeying its terms?

5. Would it be right to make the regulation that any dog found two hundred yards from its master might be shot?

6. Would such by-law take effect from its passing?

1. No.

2. The council can fix whatever tax they think proper, but they must not discriminate in favor or against any class of persons. See sub-section 15 of section 489, of Municipal Act, 1892.

3. No.

4. Under sub-section 16 of section 489, they may provide for the killing of dogs running at large, contrary to by-law and see also sub-sections 17 and 18 of section 479.

5. The council have power to restrain the running at large of dogs, and if they think the provision you suggest a reasonable one to enact, it is competent for them to do so.

6. Unless otherwise provided.

Maintenance of Abandoned Toll Road.

321.—C. B.—Some years ago the Kingston and Storrington Joint Stock Company obtained permission from the council of Pittsburgh to build a branch of their road from Cunningham's Corners to Kingston Mills locks, Pittsburgh township, and connecting with a branch of their road leading to Kingston Mills, Kingston township. When the Municipal Act permitted road companies to be taxed the company paid tax on their road in Pittsburgh. The company since then notified Pittsburgh council that they had passed a by-law abandoning that portion from Kingston Mills to Cunningham's Corners, Pittsburgh township. The council, on receiving notice, notified the company that they would not accept or take over said portion of

road. The council have also notified the company to put their road in good repair, which they have neglected to do. The Pittsburgh council think it is unfair to try and compel the municipality to make the part in a safe condition from Cunningham's Corners to Kingston Mills, and connecting with their branch from Kingston Mills to their main road.

1. Now the question is, who owns the portion of road from Kingston Mills to Cunningham's Corners, and what steps should be taken to compel the company to make the necessary repairs if they are legally the owners?

2. While they still take toll on their road, can they legally abandon that portion in Pittsburgh township, still retaining a branch in Kingston township, and collecting tolls as aforesaid?

1. The company may abandon the whole or part of their road. See section 81 of Road Companies' Act, R. S. O., cap. 159.

2. Upon abandonment of a portion the municipality is liable to keep it in repair and may assume the abandoned portion by by-law provided it is not a road built by the company on private property, or acquired from private owners. We think the company can also continue the gate. See sections 82 and 123 of above act.

Opening and Establishing Roads.

322.—J. W.—A and B own lots adjoining. On the north end of their lots the concession line is opened, and is the only means of ingress and egress to their properties. B owns three lots on the concession lying to the south, where there is no road opened, and has his dwelling and improvements about the blind line between the concessions. There is an original road allowance, commonly called a sideline, between the lots owned by A and B. A few years ago B applied to the council to have a road opened to his property on the concession to the south. Council sent their road surveyor, who examined the original road allowance and condemned it as impracticable, and laid out a road in lieu of it on B's land with his consent. A objected, and said the original line was practicable. A committee, composed of the reeve and two of the council, was sent to examine the road, and reported against the original and in favor of the new road. The council, after duly advertising and putting up notices, passed a by-law establishing the road through B's land. With the consent of council, B has put his statute labor on the new road in 1895 and 1896. A now threatens council if they continue spending money and labor on road he will enter suit against them.

1. On what grounds can he do so?

2. Are councils compelled to put roads on original allowance irrespective of the damage they may do to the parties interested?

3. Can A at any time compel council to open original allowance?

1. Do not think he can do so successfully.

2. Councils are not bound to open road on the original allowance, but may divert it if they consider it necessary or desirable to do so.

3. No.

Establishing Deviation from Original Road—Arbitration.

323.—MUNICIPAL MAN—The Grand River in our township runs for the distance of about fifty rods along one of our unopened sideroads. In order to open the road a deviation will have to be made.

Just before reaching the concession line the river takes a turn to the south, and then turning west crosses the concession line a few rods

below the corner where it is already bridged. By continuing the deviation to where the river crosses the concession we could save the heavy expence of bridging at the bend on sideroad. The owner of the land asks what we consider an exorbitant price and refuses to leave the matter to arbitration.

1. Can the council compel the owner to arbitrate?

2. If so, will it be necessary for the engineer to lay out the deviation before the arbitrators are brought?

3. In case of an arbitration can the arbitrators fix the amount of their own remuneration? Please refer me to statutes governing matters of this kind.

1. Yes.

2. Yes.

3. The fees are fixed by Statute. See sections 20 to 30 of R. S. O., cap. 53, and the schedules thereto; see sections 385 to 404, and also section 550 of Municipal Act, 1892, and the general clauses of R. S. O., Cap. 53 apply to arbitrations under Municipal Act.

Owner or Tenant—Statute Labor—Poll-Tax.

324.—X. Y. Z., HEWORTH—A has a house and lot (No. 6), rented from B, and is assessed on the assessment roll as tenant. His name is on the Voters' List in Part 1. B pays the taxes and does the road work. B is assessed as owner of lots 1, 2, 4, 5 and 6. Assessed value \$600. B does four days road work.

1. Is A liable for poll-tax?

2. There is no agreement between A and B as to who does the road work and pays taxes. Who must do it?

3. If A refuses to do the work when warned out by the pathmaster can the work be returned as unperformed against the property?

The above questions have been the subjects of heated discussions here for the past week, some claiming that as this is not an incorporated town or village, but a township, A is liable for poll-tax.

1. No, he is "otherwise assessed." See section 93 of Consolidated Assessment Act, 1892.

2. The taxes may be collected from either, but there being no special agreement the tenant, if compelled to pay, may deduct it from his rent. See section 20, sub-section 3 and section 24.

3. Yes. See section 101 of Act.

Equalization of Union School Assessments.

325.—J. D. C.—Can assessors of municipalities in which a union school is situated equalize later than the 1st of June. See section 51, sub-section 1, School Act, 1896.

2. The assessment roll for this municipality has not been returned until the 30th of June.

3. There was a by-law passed by the county council in July, 1896, altering the time for making the assessment from the first day of February and first day of July.

4. There was also a by-law passed by the council extending the time.

The equalization may be made after the 30th of June if not made before.

Liability for Maintenance and Burial of Indigents.

326.—J. L. M.—A laborer residing in township A, without money or relations, becoming ill, goes to an incorporated village in township B to consult a physician and dies in a hotel in the village. Which municipality is responsible for expense of maintenance, burial, etc.?

If there is an inspector of anatomy for the locality he should be notified. If the body is not required for use under the Anatomy Act it must be buried by the municipality within whose limits it is found. See section 17 of R. S. O. Cap. 149. There is no compulsory provision for maintenance except of destitute insane persons. See section 520 of Municipal Act, 1892.

Pedlars' Licenses in Districts.

327.—COUNCILLOR—Can a municipal council impose a pedlar's license in a district where there is no county council?

Yes. See R. S. O. Cap. 185, section 36.

Assessment of Owner or Tenant—Statute Labor—Manhood Franchise.

328.—W. H. E.—A man claims that he has leased his son's lot (who it has been lately discovered has the deed), and in order, at least to all appearance, to combine the statute labor, has had it assessed to himself.

1. Must he not do the same amount of work for that lot as if it were in his son's name on the roll? His son is of age; did he not do wrong in concealing the fact?

2. Must the initials M. F. be put on the Voters' List for manhood franchise in order for voters to be qualified at the next election? Some people say it must.

1. The assessment roll is final. You can only see that it is properly assessed next year.

2. No. See 53 Vic., cap. 2. It is the duty of the clerk to enter the letters M. F. on the roll, but their omission does not disfranchise the voter.

Age of Assessable Dogs.

329.—W. A. H.—Would you kindly say in the next issue of your paper at what age a dog is taxable? Please give authority for opinion, as I can find no mention of when a dog is taxable. Some hold that when a pup can see it is taxable, others that it is not taxable until it is over six months old.

The statute does not fix any minimum age, so that it is the duty of the assessor to assess every dog without regard to age, unless there is some by-law of the municipality exempting dogs under a certain age from assessment.

Audit of High School Amounts.

330.—J. M.—This town has a joint High and Public School Board. Do the town auditors have to audit the high school accounts?

Sub-section 2 of section 36 of the High School Act of 1896, requires the treasurer of a High School Board to give security and to submit his accounts to the auditors of the municipality whose duty it shall be to audit such accounts in the same way as the municipal treasurer's accounts are audited.

Where to do Statute Labor—Unorganized Territory—J. P.

331.—SCOTTIE.—I own land in an unorganized territory; they appointed me pathmaster, as they have the Road Act in force there; one of the road commissioners broke up our beat, and took two of our men on to a piece of a road that is not located or travelled, and not wanted by the majority of the people; one of those two men refused to go, as he has to travel over a

very rough piece of road; besides, our children have to travel it to school for two and a half miles; said man was willing to put his labor on this road in his old beat; commissioner hauled him up before a J. P., which is insolvent, and he was forced to put half his labor on this unlocated road.

1. Have those commissioners power to locate a road and force a man to work on an unlocated road?

2. Is it legal for a J. P. who is insolvent to issue summons and sit on a case?

3. When a man has to travel over an unpassable road every time he goes out, can he be forced to go wherever a pathmaster or commissioner wishes to take him, the road being no benefit to him?

1. The commissioners have power to order statute labor to be done on any road within the township.

2. Justices of the peace in unorganized territory do not require property qualification.

3. Yes, statute labor must be done where ordered, regardless of the wishes of individual ratepayers.

Establishing a Road.

332.—C. W.—Our neighboring township B in 1894 established a public road for back settlers, but could not get within their own territory a convenient outlet to the leading road, and therefore, made an agreement with a farmer C in this township for a public road, 66 feet wide, through his land. Our township having no interest in the said road took no part in the transaction, but agreed on the verbal request of the reeve of B and their surveyor's report to pass the necessary by-law. The by-law received two readings and necessary publications, but the third reading was opposed by C under the plea that he had not been sufficiently paid for a public highway, but had only granted a free passage through his land with a gate at either end. As we had not seen the bond, and did not wish to become liable for the balance claimed, the third reading was postponed and the council of B notified, but so far they have not supplied us with the proof of C's obligation.

Now C has sold his land to G, and G claims that he is under no obligation because C's bond was not registered at the time of his purchase, 1896.

1. Is G bound by the bond of C issued in 1894, but not registered at the time of transfer, 1896, although registered afterwards?

2. Can the by-law be passed yet, the second reading having been on Dec. 15, 1894?

1. Not unless he had actual notice of the agreement, or the township were in actual possession of the road.

2. No, not without fresh publications.

Joint Assessment Voters.

333.—J. B.—There is one clause of the Voters' List Act that seems to admit of various interpretations. "Where persons are jointly assessed for property, unless such assessment is sufficient to give both a vote neither shall have a vote."

Does that section apply to landlord and tenant? The solicitor here is of the opinion that it does not, but only to joint owners or joint tenants. One would naturally suppose an owner could have a vote where a tenant could not.

For instance, a property is assessed at \$500 jointly to A owner, B and C tenants. In this case, all three could vote if our solicitor's opinion is correct, but if A, B and C were joint owners none of them could vote.

I would like your opinion on the clause in next WORLD.

We think your solicitor is right. It only applies to those jointly assessed in the same right, either as owners or tenants.

Line Fences.

334.—QUERIE.—Sixteen years ago A built a line fence between himself and B. A had a clearance on his side, B had none. Some years passed and B ran a fence towards the fence A had built, and coupled his (B's) fence to A's. B has never built any of the line fence; B's land is mortgaged and leased to C, the rent of which goes to pay off the mortgage.

1. Can A have the fence valued and compel B or the mortgagee to pay for half, and have an arrangement to keep up half of the fence. B, or rather the tenant C, has clearance now right up to A's fence. What can A do?

Fences were all built well of logs, capped and banked, and cost from 40c. to 95c. a rod.

Yes. He can proceed under the Line Fences Act, unless it has been varied by by-law of the municipality. See section 14 of the act.

License By-Laws—Agricultural Societies.

335.—ENQUIRER.—1. Has council any right in drafting by-law regulating licenses to exempt the Agricultural Society and the Park Association in so doing?

2. For example, merry-go-rounds have to pay a license of \$25 per day. Can the directors of Agricultural Society permit the owner of merry-go-rounds to set up on their grounds during exhibition days?

1. Yes.

2. Yes.

Re County and Township Grants to Road.

336.—RATEPAYER.—The 24th concession line, Greenock township, is the only road leading to Paisley from a portion of Bruce township. Concession A line, Greenock, also connects the townline Saugeen and Bruce with 24th concession line, and is used by a very large number of Saugeen and Bruce ratepayers to reach Paisley. Bruce county council made a grant to be expended on 24th Greenock and concession A, on condition that the townships of Greenock, Bruce and Saugeen give supplementary grants. Greenock and Saugeen agree to give grants, but Bruce township council refuses to do so on the ground that it is illegal to spend money on a road that lies in another municipality, notwithstanding the fact that the road is the only outlet from that section of the township to market, and is used to a far greater extent by Bruce township ratepayers than Greenock ratepayers.

Is the township of Bruce justified in refusing grant upon grounds stated? Bruce township council also claim that the county grant to the road is illegal. Is that right or wrong?

It is not illegal for the township of Bruce to expend money upon the road, but they are not compellable to do so. The information is not sufficient as to the county to say whether legal or not. See sections 26 and 27 of 59 Vic., cap. 51.

Liability for Maintenance of Drain.

337.—W. H. McF.—1. About 23 years ago the property owners in one block on Main street petitioned the council to put in a drain to take the water off their lots and cellars, and the surface water off that portion of the street. The engineer levied 18 per cent. for the council to pay and 82 per cent. on the property benefited. Last year, in the spring, a portion of the drain gave way, and the council repaired it with the understanding that a new one would go in during the summer. A petition was afterwards presented to the council, and they

put on an engineer and he levied the same rates again—18 per cent. for the council and 82 per cent. for ratepayers—but before the council had time to commence work, the ratepayers (majority interested) presented another petition, not to go on with the new drain, as they believed the old one would do a year or two longer, and the most of them signed that they would not hold the council responsible for any damages that might be caused by any breakages in the drain.

2. Can those who did not sign to stop new drain and who want and think a new one necessary hold the council responsible for any damages from old drain?

3. Can the council go on and put in new drain without the usual petition from those ratepayers? If so, what course should they pursue? Can they act on report of engineer which was made last year?

Your question is very indefinite. What is the new drain you speak of? Is it merely a renewal of the old or is it a new drain altogether apart from the old? The municipality is bound to keep the old drain in repair and does not require any petition to do the work. It would be liable for damages caused by non-repair. If necessary to reconstruct it, it should do so. It can make assessment for cost of repairs, and act on engineer's report. See sections 586 and 587 of Municipal Act, 1892.

Mistake of Highway.

338.—D. A.—In surveying a farm it was found there was a shortage of acres, the block was surveyed and it was found that side-line was wrong. The fence on the corner farm should be on the middle of the road. This road has been used over thirty years. The line fences have been put right according to survey, each giving the land required. The corner farmer is desirous of getting his land. The farmer on the other side has the amount but he owns both lots on that side which means about six acres. This latter side has not been surveyed.

Please outline steps to be taken by farmer who is short of his 100 acres. Who pays surveyor to locate sideline? May say that statute labor has been put on this road all these years.

The Land Surveyors' Act, R. S. O., cap. 152, makes full provision for these matters. See particularly sections 38, 39 and 40.

Enforcing Townline Grants.

339.—T. L.—Can one municipality force another to supplement a grant on townline it being a county line and assumed as such by one county, but not by the other. Can the county assuming the road as a county line having made a grant thereon compel the adjoining townships to supplement their grant and if they can what steps would be necessary to take in the matter.

If the adjoining municipality does not pass a by-law in similar terms within six months after the passing of the by-law of the county providing for the grant towards the road, the duty and liability of each municipality in respect to road shall be referred to arbitration under the Municipal Act, 1892. See sections 538, 539 and 540 of that act.

Union School Sections Unorganized District.

340.—S. R.—In 1896 part of the ratepayers of the township of Rayside, district of Algoma, presented a petition to the council of said township, asking to be organized in school section to be divided in two, some twenty lots in

one section and seven lots in other section to permit them to join part of other townships of Blazard, Lumsdon and Hamerst, in the district of Nipissing, representing that the corner of four townships would form good school section.

The council received said petition and granted said school section passed in accordance with the request. Such twenty lots, called Section No. 3, and the seven lots called No. 4, every ratepayer on the seven lots at the number of 14, all resident on said lots, signed said petition.

In April, 1897, the resident of school section No. 4, of Rayside, made a petition signed by all, asking part of resident in township of Blazard, Lumsdon and Hamerst in the district of Nipissing, to be annexed to said part of Rayside, in the district of Algoma, to form a union school section, called No. 4, expecting to have said school house erected in Rayside, the petition was accepted by residents of the other township, and a public meeting held in due form to form the size of the section, two and a half miles on each of the four townships in length, making five miles in length and four miles wide. They elected the school trustees by acclamation, one in Rayside, one in Blazard, and one in Hamerst. Said trustees called a public meeting to decide where the school site was to be. All trustees and all ratepayers agreed to have school site near the boundary line in the township of Blazard, in the district of Nipissing, but five residents of Rayside objected to the place, alleged that school site should be in Rayside, as it is an organized township and the other three are unorganized townships, and now want to be annexed to School Section No. 3, as it is just as near to them. They have taken some lawyer's advice, and are sure, as they said, to be exempted from said School Section No. 4. In your opinion,

1. Can they be compelled to pay to School No. 4?

2. Part of township in different district can annex themselves in one union school section?

1. We think not on your statement of the case; but if a union school section had been formed by the council of Rayside and the Public School Inspector of the portions of Rayside, Blazard, Lumsdon and Hamerst we see no reason why they could not have been compelled to pay.

2. Parts of adjoining townships in different districts can be formed into a union school section, but the Public School Inspector must act for unorganized townships.

Appointment of County Councillor as County Clerk.

341.—S. W.—1. Is it legal for a county councillor to vote himself into the office of clerk, while holding the position of councillor? Which office has a salary?

2. Would it make it legal if he should resign immediately after?

1. No.

2. Not if his vote was necessary to make the appointment.

Why There is None.

It was at the close of a discussion of the shortcomings of a mutual friend.

"Well there's no law against a man making a fool of himself," said the man with the cigar.

"A most fortunate thing," returned the man with the pipe.

"Why fortunate?" inquired the man with the cigar.

"Because," replied the man with the pipe, "the capacity of the jaffs is necessarily limited."—*Chicago Post*.

Points to be Remembered in Preparing Collectors' Rolls in Townships.

1. That section 66 of the Public Schools Act does not refer to union school sections which include part of a township and a village or town, or to separate school supporters.

2. That it is necessary to ascertain in how many schools of the township more than one teacher is employed.

3. That in townships all statute labor lists should be returned before the collector's roll is finally added up.

4. That by the use of rate tables, taxes can be entered in the roll more correctly and in a shorter time than by any other method.

5. That section 119 of the Assessment Act requires all rates to be entered separately, so that ratepayers will know under what authority the taxes are levied. This is also very useful for information.

6. That under the authority of sections 27 and 30 of the Ditches and Watercourses Act, 1894, all expenses connected with an award and costs of enforcing the same are to be charged against the lands of persons awarded or adjudged to pay the same, and that the amount, with seven per cent. added thereto, is required to be placed on the collector's roll.

7. That special rates under the Drainage, Tile, Stone and Timber Drainage and Line Fences Act must not be overlooked.

8. That school section valuations should be transferred to separate sheets, and rates calculated and balanced before being transferred to the collectors roll. This will save time and ensure correctness.

Section 62, sub section 8, of the Public Schools Act, authorizes trustees to exempt in their discretion from the payment of school rates, wholly or in part, indigent persons. The clerk of the municipality must be notified on or before the first of August. When this notice is received the trustees' rate should be fixed, so that the remainder of the section will pay the whole amount. The exemption would also apply to the general public school rate.

The court of appeal has decided that school trustees cannot be compelled to provide an imported child such as a Barnardo boy with educational facilities in common with children of regular ratepayers. The court held that the word "guardian" does not include a person resident in a school section with whom and under whose care a boy under fourteen has been placed by a benevolent association under a "boarding out undertaking," to clothe, maintain, and educate him, and such person cannot compel the trustees of the school section to provide accommodation for and allow the boy to attend school as a pupil. The judgment seems a just one. It is bad enough to have these waifs and strays imported into the country without compelling the already heavily-taxed ratepayers to pay for their education. In the case of the school section in question it was reported that there were several other boys of that class within its bounds, and upon the decision of the court in the test case depended whether the section would have to enlarge its school building.—*Sentinel Review*.

Location, Construction, and Management of Poorhouses.

By Hon. H. H. Giles.

Pauperism burdens society in all parts of the land. In insulated localities where alcoholic beverages are excluded, it bears most lightly. How to minimize pauperism is an important problem. The organization and management of poorhouses enter into its solution to a greater extent than at first appears to the superficial observer, since great care must be exercised so as not to encourage the growth of dependent classes. While it is proper to encourage the sentiment of benevolence, mere sentiment might increase the burdens of society. While to supply the needy and administer to human comfort in general is the dictate of humanity, to tolerate unthrift and encourage idleness is a great wrong done to society. We shall aim to keep these principles in view in the discussion of this subject.

A poor-farm should be located near the principal town of the county or at a place easily accessible. It should not be near a town, as it might become the resort of idle loafers, and the paupers will be more liable to leave the farm to loaf in town. From one and one-half to three miles we should advise as the proper distance.

A variety of soil, and adapted to grain and grass, is desirable for the farm. A good orchard is also an object, and if not purchased the fruit trees should be planted at once. As a rule, farm buildings are of little value for the purpose of a poorhouse, and it is generally a waste of money to pay for them.

We would emphasize our advice not to go far from town or from a railway station. Too often false economy, leading to waste, begins in going to some out-of-the-way place because land is cheap, and perhaps cheap because poor. Such a location increases the expense of visitation and of getting supplies to it. Then, what is quite as important, it is away from under the public eye. An important point in the location of all public institutions is to place them where the prying eyes of the people will be upon and into them.

The size of the farm will depend upon the number to be cared for. It should be large enough to grow all the vegetables to supply all the household, with pasturage and meadow to furnish feed for a number of cows equal to the wants of the population to be supplied with milk and butter, with grain land to grow grain for hogs and stock, and in addition a tract of woodland to grow fuel would be a profitable investment. It is not profitable to grow farm produce for the general market if doing it involves the expense of hired help. As a rule, we are of the opinion that the care of a vegetable garden and of the stock and swine is quite as much as the average population of our poorhouses is capable of.

The buildings should be constructed with special reference to their use as a poorhouse. The special points in a good

poorhouse are complete separation of the sexes, plenty of water, with bath-rooms and bath-tubs, warmth and ventilation. The separation of the sexes can best be secured in a building consisting of a centre or overseer's residence and wings upon each side. In the rear of the residence should be the common dining-room, or two dining-rooms, and still farther in the rear the kitchen. This plan is recommended where the pauper population does not exceed fifty; where it exceeds that number it might be well to erect separate cottages for the paupers.

The buildings should not be over two stories in height. As a rule, paupers are old people and feeble in body, and a third story is of little use. The chimneys should start from the basement, and be solidly constructed, with the flues well plastered. Brick or brick-veneered buildings are preferable to wood.

The ventilation should be automatic, and out of the control of the paupers, as they will, as a rule, shut themselves in and every breath of pure air out. An elevated and dry site should be selected, so as to secure good drainage and sewerage; if near a stream of running water, so much the better. The dwelling should be surrounded with shade trees but not near enough to interfere with the circulation of the air and the admission of the sun's health-giving rays.

Substantial structures should be erected and plainness should be studied by spending no money in architectural embellishment. The partitions should be brick, and should extend from basement to attic. This will lessen the danger from fire as well as render the buildings more substantial. The floors should be deadened with mortar, as an additional precaution against fire as well as to shut off noise. In our opinion, poorhouses, as well as all other public buildings, should be at least partially fire-proof. The increase of expense to do this would not be felt, and the saving in insurance would in time pay the additional cost.

The basement should be divided into separate apartments, to correspond with the rooms above, to be used for the storage of supplies, for furnace, fuel and laundry, if desired. No vegetable should be stored in basement rooms; at least, under living rooms or dormitories. The bottom should be cemented all through, and the ceilings lathed and plastered. The dryest and best ventilated place should be taken for a milk-room, and used for no other purpose.

In addition to closets, each dormitory for one or two lodgers should have corner cupboards, to give each pauper a place for his or her personal clothing and effects. This will obviate the necessity of driving nails and spikes into the ceilings upon which to hang their clothing when not in use.

Light bedsteads with wire mattresses should be used, the better to keep out vermin.

(To be continued in next issue.)

Publications Received.

Voters' List Townships of Dalhousie and North Sherbrooke. W. Geddes, clerk.

Municipal Affairs (published quarterly by the Reform Club), 52 William Street, New York. Price, \$1.00 per annum.

In the second number, issued during June, the department of leading articles covers a vast field of periodical literature and boils down for busy readers the best of everything appearing recently in our magazines and reviews on the subject of city government.

The bibliographical work begun in the first number is continued by a compact, well-arranged index to the literature on city government and conditions that has appeared during the past six months.

The Dominion Conveyancer (second edition), by William Howard Hunter, B. A., of Osgoode Hall, Barrister-at-Law, The Carswell Co., Publishers, Toronto.

It is much enlarged from the former edition, and is now a compilation of forms that will cover the needs of all ordinary work in the way of conveyancing, etc. It will be of special assistance to the conveyancer in the outlying districts, as it contains all conceivable forms for use in connection with the Crown Lands Department. We would, however, caution the users of it not to place too implicit confidence in it. We notice that the forms given with reference to that very delicate and much litigated act, "The Bills of Sale and Chattel Mortgages Act," do not appear to have been revised with reference to the present act, 57 Ont., cap. 37, although the forms in the schedule to that act appear in it.

Take, for instance, the affidavit of execution of chattel mortgages. The present act requires that the affidavit of execution shall also contain the date of the execution of the mortgage. The form, however, given by Mr. Hunter makes no provision for this, which some confiding conveyancer may find a serious matter. It is also misleading, as the heading of the forms of bills of sale and chattel mortgages have the old act cited in the head note, although it was repealed some three years ago and a new act substituted. This should have been noticed in a work brought down to date.

Mr. George Eakin, county clerk of York for twenty-five years, died on the 29th June, aged 67 years.

The Absent-Minded Doctor.

A charming North Side matron, the wife of a rising young physician, is responsible for the statement that when she received her engagement ring the doctor took her hand, and, putting the ring in place, remarked, absent-mindedly: "Ah, pulse very rapid! Let me see your tongue, please."—*Chicago Times-Herald.*

Books for Municipal Officers.

- Ontario Statutes, 1897**—We have made arrangements with the Queen's Printer, and are prepared to supply any number. Special terms to municipalities ordering more than one copy. Price, single copy, \$1.50.
- Consolidated Public Health Acts**—With amendments to date—These should be supplied to the members of every local board of health. Price—20 cents each, six for \$1.
- Consolidated Municipal and Assessment Acts, 1892.**—Price \$1.50.
- Jones' County Constables' Manual, or Handy Book**—Compiled from the Criminal Code, 1892-3, with schedules of fees, crimes and punishments, the court and jurisdiction, all in such a compact form that it can be easily carried in the pocket. This book is excellently printed and bound in red and gold. Just the book required by a constable, and very useful to a magistrate. The work is correctly compiled from the criminal code. Price 75 cents.
- Clark's Magistrates' Manual**—3rd edition, revised, enlarged and improved—In the preparation of this edition of the Manual, the English and Canadian cases decided since the publication of the last edition are all noted, together with the numerous changes of the statute law and criminal code of 1892. To justices of the peace, mayors and reeves, who find it necessary to act as a magistrate in their municipality, this book will be found very useful and save them the trouble of looking up and interpreting the statutes in complicated cases. Price \$5, leather.
- The Canadian Lawyer**—2nd edition—It contains just what you want to know. It is reliable, being compiled by a lawyer in active practice. It is practical, containing those points arising most frequently in every day life. It contains over 225 forms, which alone are worth more than the price of the book. Price, in cloth, \$1.50.
- The New Conveyancer**—By H. A. O'Brien, Barrister—Has been prepared with great care and research, and embodies important changes not made in any other Conveyancer published. The forms are concise, but complete, useless verbiage being omitted. Full explanations are given, so as to make each form adaptable to varying circumstances. It can safely be used by students and other unfamiliar with legal terms. Bound in half calf. Price \$3.75.
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