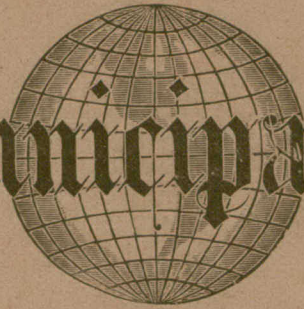


# The Municipal World

PUBLISHED MONTHLY IN THE INTERESTS OF

THE MUNICIPAL INSTITUTIONS OF ONTARIO

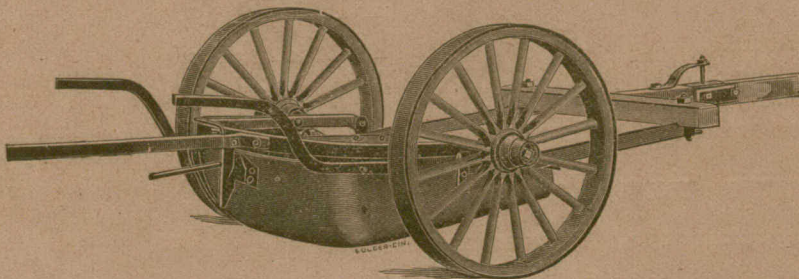


Vol. 5. No. 9.

ST. THOMAS, ONTARIO, SEPTEMBER, 1895.

Whole No. 57

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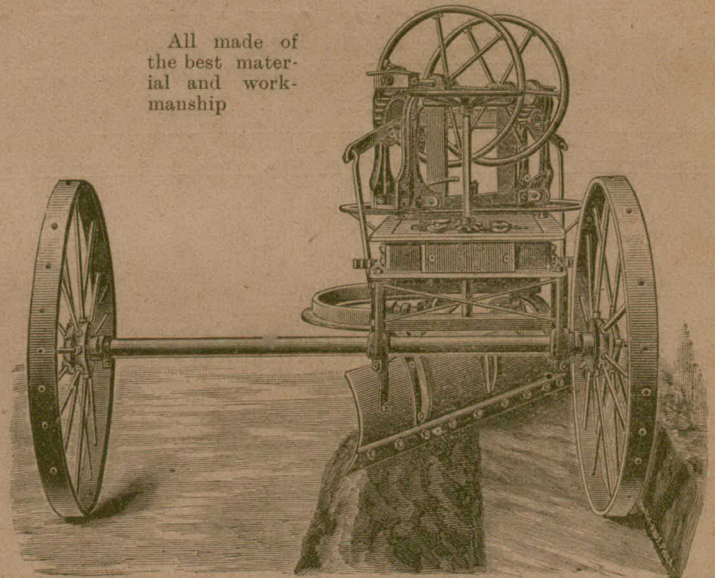


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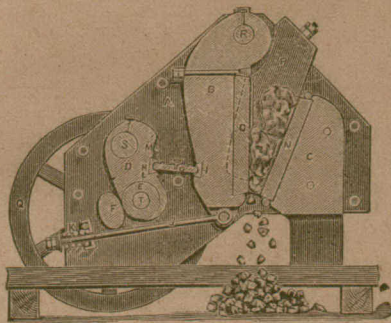
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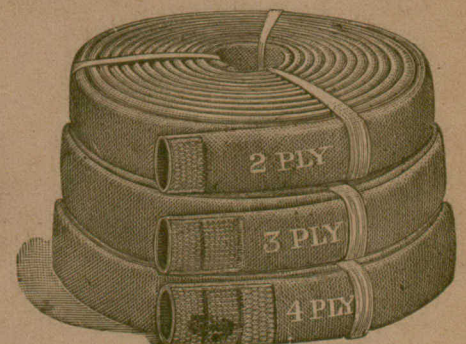
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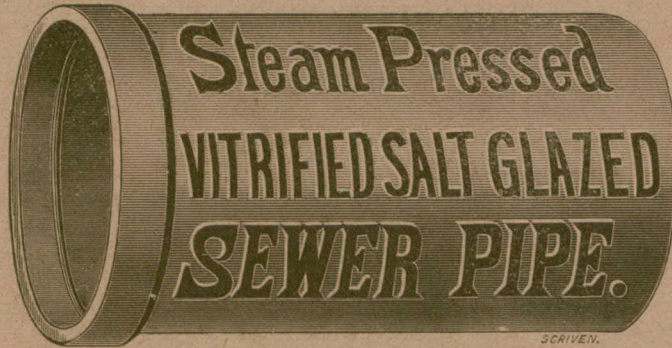


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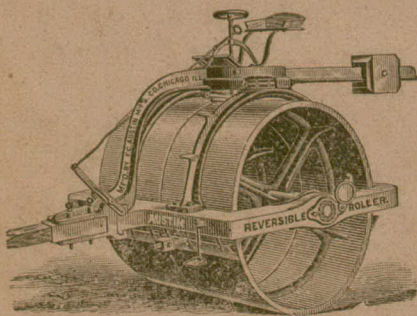
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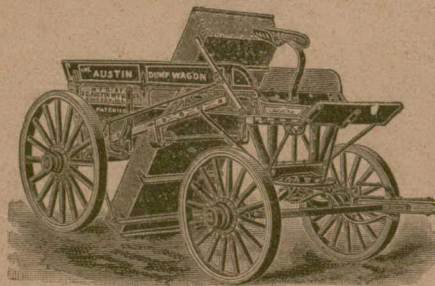
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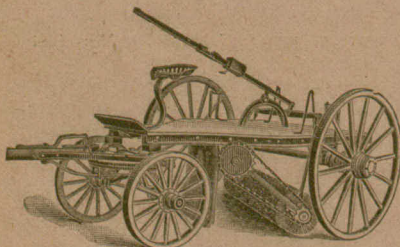
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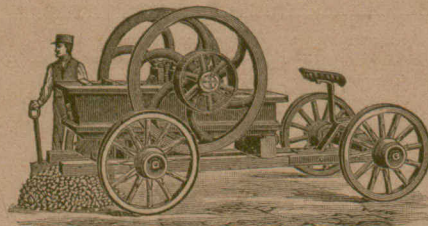
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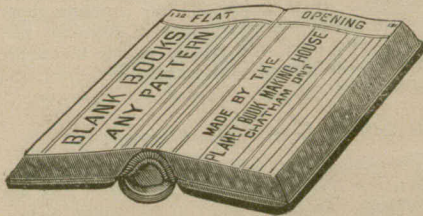
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# THE MUNICIPAL WORLD

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

Vol. 5. No. 9.

ST. THOMAS, ONTARIO, SEPTEMBER, 1895.

Whole No. 57

## CONTENTS.

	PAGE
Editorial notes.....	166
Conference for Good City Government.....	166
Municipal Insurance.....	167
A Guilty Mayor.....	167
Why it Happened.....	167
A County Poorhouse.....	168
City Government in Great Britain.....	168
Frontage.....	169
Street Gradients.....	169
Drainage.....	170
Electric Street Lighting.....	170
A Good Old Pavement.....	171
Good Roads.....	171
Roads and Statute Labor.....	172
Roads.....	172
The Drainage Act, 1894.....	173
Legal Decisions.....	173
Fitzgerald vs. Ottawa.....	173
Confederation Life vs. Toronto.....	173
St. Stephen vs. Charlotte.....	173
Bethune vs. Welland.....	173
Changes in Children's Laws, 1895.....	174
Question Drawer.....	174
Why Municipal Reform is a Failure.....	177

### ADVERTISEMENTS.

Copp Bros. Co., Limited, Hamilton—Cham- pion Road Machines.....	161
Gutta Percha & Rubber Mfg Co., Toronto, Hose and Fire Department Supplies. . .	161
Hamilton and Toronto Sewer Pipe Co., Ham- ilton, Sewer, Culvert, and Water Pipe.	162
F. C. Austin Mfg Co., Chicago, Ill.—Road making Machinery.....	162
Munn & Co., New York—Patents.....	163
W. Newman, C. E., Windsor.....	163
Robinson, Lennox & McLeod, Barristers, Toronto.....	163
Ontario Sewer Pipe Co., Toronto—Sewer and Culvert Pipe.....	163
Planet Book making House, Chatham, Blank Books, etc.....	163
Books.....	164
Blanks Required for July.....	178
A. J. Clark, St. Thomas, Money to Loan... 178	178
B. Baer & Co., Doon, Ont., Highway Bridges—Iron and Wood.....	178
A. W. Campbell, C. E., St. Thomas.....	178
G. A. Stimson, Toronto, Municipal Debentures wanted.....	178
Ebenezer North London and St. Thomas, Con- crete Culvert, Tile and Drainage Pipe..	179
Dominion Bridge Co., Montreal, Highway Bridges—Iron and Steel.....	180
Hamilton and Toronto Sewer Pipe Co. . .	180

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## Calendar for September and October, 1895 Legal, Educational, Municipal and Other Appointments.

### SEPTEMBER.

2. County Model Schools open.
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 Peace to give notice to Municipal Clerks of number of Jurymen required from the Municipality.

### OCTOBER.

1. Last day for returning Assessment Roll to Clerk, in Cities, Towns and Incorporated Villages, where Assessment is taken between 1st July and 30th September.—Assessment Act, section 52.  
Last day for delivery by Clerks of Municipality to Collectors of Collectors' Rolls, unless some other day be prescribed by by-law of the local municipality.—Assessment Act, section 120.  
Notice by Trustees of Cities, Towns, Incorporated Villages and Township Boards to Municipal Clerk to hold Trustee elections on same day as Municipal elections, due.—P. S. Act, section 103 (1).  
Night Schools open (Session 1895-96).

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

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A. W. CAMPBELL, C. E. } Associate  
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ST. THOMAS, SEPTEMBER 2, 1895.

The members of the Toll Road Commission, who have been in session in Hamilton, are beginning to realize the magnitude of the questions referred to them. It is probable that, in continuing their investigation, they will make inquiries in reference to roadmaking generally, and thereby make their report complete in reference to every phase of the road question.

As the season advances, local Boards of Health are apt to become negligent. Many are satisfied with making a good showing in the early part of the year, but we would remind them that it is neglect of this kind which causes epidemics to take a strong hold in municipalities. Local health officers, in towns and villages especially, should be vigilant.

It is the duty of the clerk when writing up the minutes of the council meeting to make changes in the resolutions to avoid glaring ungrammatical expressions, and in many cases it is necessary to rearrange the whole. During meetings councillors write up the resolutions hurriedly and explain them verbally, and very often the resolution without the explanation would not convey the meaning intended. In transferring the proceedings of the council to a permanent record, it is advisable that they should be in the best possible form. We often notice in council proceedings reported verbatim that the members themselves raise a question as to the correctness of the minutes when they are copied by the clerk exactly as placed in his hands. It is for the purpose of verifying minutes of preceding sessions as recorded that they are read as the first order of business.

This is the proper time of the year for those who are in favor of the abolition of statute labor or are desirous of bringing about reforms in the matter of road repairs, to agitate the matter. Statute labor has all been performed, and it is easy at this season to show the difference between work under statute labor system as compared with work performed by contract, and the expenditure of grants from the council.

The question of appointing a treasurer to act as collector of taxes is one that is often considered. Section 53 of the Assessment Act seems to support the contention that the office can be held by one and the same person, but the correct rendering of it is that this section simply authorizes the passing of a by-law, making the offices of the treasurer or collector places where taxes are to be paid within a time limited, in order to enable the parties paying to take advantage of the discounts.

The mayor or reeve of a municipality is often in doubt as to the extent of his jurisdiction as a magistrate. This is determined by section 415 and following sections of the Consolidated Municipal Act, which enacts that the head of every council shall, ex officio, be a justice of the peace for the whole county or union of counties in which the municipality lies. A mayor is entitled to act as such justice of the peace only where there is no police magistrate, or in the absence or illness or at the request of the police magistrate.

THE MUNICIPAL WORLD is sometimes expected to supply information outside its sphere and field. We endeavor as far as possible to restrict this. A reference to our Question Drawer will show that it is a general adviser on all subjects within the municipal domain. Many items of special interest occur annually in connection with the business of the council of every municipality. If our subscribers would supply us with such as come within their notice it would prove of mutual advantage to all. Our subscribers have it within their power to extend the usefulness of THE WORLD by making suggestions and submitting facts. Those who subscribe do so because they expect to find—and they generally do—information and suggestions of value to them in their capacity as municipal officers.

During hot weather slaughter houses are a nuisance in many municipalities notwithstanding strict inspection on the part of the Board of Health. So great a nuisance have they become in some places that the right of the Board of Health to force a butcher to remove his slaughter house outside the limits of the municipality is brought into question. Section 8 of the By-Law Schedule A, of the Public Health Act, prohibits the use

of a slaughter house which is less than 200 yards from a dwelling house, or less than 70 yards from a public street. This applies to every municipality. Section 9 provides that no person shall keep a slaughter house unless they receive permission. This may be revoked at any time if the health of the persons residing in the vicinity is liable to be endangered. If the Board of Health refuses to give a butcher permission to slaughter in the municipality he cannot do so, and even if the refusal causes him to remove his slaughter house he is not entitled to compensation.

## Conference for Good City Government.

The Third National Conference for good city government was held in Cleveland during the last three days of July. Every important city was represented by a paper or by delegates.

The papers almost unanimously bore witness to the fact that bad municipal government in American cities was largely due to the intrusion of national politics into municipal politics, and the government of municipal affairs on the basis of national partizan platforms. This idea was also the leading one, both of the president's annual address and the vice-president's paper on "Municipal Government by National Parties." Both may be said to have crystallized the thought that has come to be uppermost in the minds of reformers through the country, that a national party was as unfit for governing a municipality as an axe for digging the ground, or a spade for cutting down trees.

To the same end the president said: "I conclude that the best, and indeed the only remedy for our municipal ills, lies in asserting as our platform the plain and simple doctrine that municipal administration is no proper concern of the national and state parties, and that they should not interfere in any manner with it, and in acting on that doctrine aggressively by arraying all who accept it in organizations for the nomination and election of candidates pledged to administer office absolutely without reference to national or state politics. This may be said to be orthodox Municipal League doctrine."

Another fact upon which nearly, if not all, the speakers agreed, was that many of our present-day political ills are due to the indifference and apathy of the citizens, not only of the recently naturalized citizens, but of all classes, even the so-called "good citizen." "The misfortune in our cities is the bad citizenship of good citizens."

## Evading Criticism.

Prisoner—"Don't send me to prison, judge."

Judge—"Why not; you confessed your guilt?"

Prisoner—"I know, but I have a brother in the asylum and a son in the reform school, and if you send me to the pen the public will at once raise the cry of nepotism on the family."

### Municipal Insurance.

The Toronto World says that since Ald. Lamb, of Toronto, proposed his insurance scheme for that city, similar projects have been discussed in different cities and countries in Europe and America, and quotes approvingly a paper read by Charles Acton Ives before the Business men's Association, of Newport, R. I., entitled "Fire Insurance by the State." In this paper the following statements are given as facts:

"The total amount of fire insurance risks, written for the year 1893 on property in the state of Rhode Island by the fire insurance companies of all kinds doing business there, was \$477,650,683. The total premiums received by companies amounted to \$4,272,049. The total losses were \$1,769,782. The difference between the premiums received and the losses paid was \$2,502,267."

There may be statistics to prove these figures, and in the absence of anything to the contrary they may be assumed to be correct. But Mr. Ives goes on to say that of this large difference between income and losses more than five-sixths went, not into the pockets of the stock holders, but to pay the numerous expenses of running the business. This statement is probably based on conjecture, and it may be safely assumed that Mr. Ives did not know accurately what proportion of the difference between income and losses went to pay running expenses. But no doubt they were large. It is claimed that the small portion of the difference between income and losses which goes into the pockets of stock-holders would be sufficient to pay running expenses in a system of state or municipal insurance and all the expenses now paid by the companies to run their business would be saved.

This is an extravagant assumption; let it be examined for a few moments. There is one item of expenses in the present system which would be saved under municipal or state insurance. There would be no capital required; the municipality or state would be ample security; there would be no question of the solvency of the system, and the ability to pay any policies that might be issued; and the interest paid stock-holders on paid up capital, or watered stock, perhaps, would be saved. This position is no doubt sound and would be an important item of saving. But all the other items of saving claimed for a system of municipal or state insurance are problematical, and seem to be based on the assumption that all the servants employed by the municipalities or states, would render honest, diligent, and efficient service, and that there would be no civic or political "pulls," and that jobbery and corruption would be unknown. This is an assumption which the experience of all civic and state government, and administrations, does not warrant. It would open the flood-gates for inefficient service and jobbery of all sorts. The handy man in

ward politics, and the whippers-up in election campaigns, would be the men who would have "pulls" for the appointments to insurance, and what the result would be, can readily be imagined when the kind of work and the enormous sums are remembered as expended in, the building of Sir Oliver Mowat's colonization roads, and what is known as the Curran bridge in Montreal. It is not necessary to attempt to paint the picture of the service, or the honesting accounting of the premiums collected under such a system.

And would the municipalities and the state send out canvassing agents for risks, or would the people be left to their own volition to come and effect insurances when the spirit might move them? In the case of active, energetic business men this might safely be done, but in the case of a large proportion of the people it would not be safe. As objectionable and sometimes annoying and tiresome as insurance canvassers and agents may be, they have often proved themselves real benefactors. Many a widow and fatherless child has had cause to be thankful that the insurance canvassers induced the husband and father when in health to insure his life for their benefit, and many an unfortunate sufferer from fire has had equal cause for thankfulness that the agent roused him from his carelessness and half-formed resolutions to insure his home and barns, or place of business and stocks. Insurance canvassing is a necessity, but it is safe to say that it would be greatly out of place and impractical for a municipality or the state to perform such a service. But we see it is successfully done by the insurance companies, and the self-interests of the stock-holders are a sufficient warrant that they will continue the success.

The assistance or help of the municipality or state should be administered on the principle that Heaven helps those who help themselves. The means are spread by Heaven before every man of health and vigor to acquire the means of support and competency, and the instances of special assistance rendered by Heaven to individuals are few and far between. So should do the municipality or the state. Every man should be secured in the liberty to do the best he can for himself, due respect always being had for the liberty of others, and the individual assistance to men of health and vigor should be as few and far between by the one as by the other.

The interference by government in the personal affairs of the people further than to effect the security of life, property and the pursuit of happiness, only confuses and complicates the administration of affairs, robs men of manly independence, has a tendency to foster sycophancy and opens the door to corruption and inefficient service.—*Stratford Herald.*

### A Guilty Mayor.

Judge Mathers has found Mayor Aubrey, of Hull, guilty of boodling, and has sentenced him to pay a fine of \$983, with costs exceeding \$2,000, and disqualified him for seven years, and this only on a single charge, the other two charges lacking evidence enough to convict.

Such a decision ought to strike terror to the civic representatives all through the Dominion who are guilty of the same offence. The Honorable Judge deserves great credit for carrying out the law so effectively, and preventing the criminal from repeating his offence for some years to come. It is a great pity that similar convictions cannot be obtained in the many cases where boodling is self-evident. But apparently few boodlers neglect to protect themselves in the way that Mayor Aubrey did. As a rule, the boodler is sufficiently wide awake to prevent anything illegal being traced back to him. The town of Hull deserves honor for thus exposing the deliberate treason of the sacred trust imposed by the public or their representatives.

The reeve of Arthur has been unseated and declared disqualified from holding a municipal office for two years, on the ground that as a member of last year's council of the said village he voted for the payment of current expenditure with moneys levied and collected for the sinking fund, each party to pay his own costs.—*Tara Leader.*

### Why it Happened.

"How is this, Colonel, about you people electing a temperance candidate down your way?"

"Well, sah," said the Colonel, "I'll tell you. We did it out of pity. We thought that a man who never had taken a drink in his life ought to have something to make life seem a little less dreary to him, sah."

Squatter—Your dog has just killed one of my sheep.

Wanderer—He ain't my dawg.

"Why, confound you, I saw him last night with you at the station."

"Yes, we was mates then, but the larst time he worried a sheep I says to him: 'Bob,' sez I, 'if ever yer let yer hunger git the better of yer morals again, you an' me part company.' So yer see he's on his own hook now."—*Sydney Bulletin.*

### Alarming.

Pipkin—The Board of Health census shows an alarming state of affairs on this island.

Potts—In what particular?

Pipkin—The police didn't find a single woman over twenty-seven years old.

Polite at first meant polished, and was applied to any smooth, shining surface.

### A County Poorhouse.

REPORT OF A COMMITTEE OF SIMCOE COUNTY COUNCIL.

(Orillia Packet).

Last Thursday evening the special committee of the County Council appointed last January to enquire into the working of the county poor houses in other counties, brought in their report. The committee had communicated with the counties of York, Middlesex, Welland, Elgin, Hastings, Brant, Wellington, Huron, Norfolk, Lincoln and Oxford. The cost of land and buildings in the different counties ranged from \$15,000 to \$25,000. The average cost per inmate is \$1.44 per week. Each vagrant in the county gaol costs the county \$2.80 per week. The Ontario Government will contribute \$4,000 towards the erection of a building, provided it does not cost less than \$16,000. The committee recommended that at the next municipal election ballots be provided for and against a county poor house, and that the clerks of the municipalities report to the county clerk before the January session of the council.

Mr. A. P. Robinson, agreed to the report so far as it recommended the taking of a vote of the ratepayers, for he felt sure the vote would go against the county poor house. He came away from a county that was full of poor houses, and thought he was coming to a country with none.

Mr. John Ross, Reeve of Innisfil, and chairman of the special committee, explained the report. The county had been put to no cost to obtain the report, the information having been obtained through correspondence. He was satisfied that the present system of confining the aged poor in the county gaol was a much more expensive system than an house of refuge would be. If there were no vagrants in the gaol the government would have to bear all the cost, but if the gaol contains an equal number of vagrants and criminals then the county has to pay as much towards the maintenance of the gaol as the government does. Each vagrant in Barrie gaol costs the county at least 40 cents per day. There have been ninety-three vagrants in the gaol during the past year. Most of the vagrants are committed for six months, and at the end of that time are discharged and recommitted, the discharge and committal fees being paid by the county. Each committal costs at least \$5.00. Every time a vagrant dies in gaol the cost to the county is \$15.00 or more. If any of the municipalities of the county refuse to send their poor to the county house, they need not contribute anything towards its maintenance. At the present time there are between twenty and twenty-five vagrants in Simcoe county gaol, and only four or five criminals, thus throwing the greater part of the cost of the gaol upon the county. In every municipality there are some poor who can be best cared for at home, and

others who could be much better cared for in an institution. A county poor house would very much relieve private charity. A house of refuge properly conducted, would be an advantage to the county.

Mr. Sissons, another member of the committee spoke in a similar strain to Mr. Ross. He indignantly denied the assertion that he supported the scheme because he was an office seeker. The control of the home and the appointment of the officials would be in the hands of the county council. He was an advocate of the reform because he considered it true economy. He pointed out that the profit of the farming operations would greatly reduce the cost of maintenance, as well as help those inmates who were able to work, to maintain their independence of spirit.

Mr. Jeffs, another member of the committee, spoke in favor of the report. There is only one opinion in this council about the duty of the municipalities supporting the helpless poor, but there is a difference of opinion as to how that help should be given. He had always been in favor of caring for the poor, although opposed the poorhouse scheme, but since his appointment on this committee his views on this subject had undergone a change. He was opposed to doing anything that would create or foster a pauper class in Canada, but the conditions in this country and in the old were not the same. The county council will have control of the poorhouse, and they would not engage men to take care of the poor inmates who were tyrants. In making enquiries about the working of the system in other counties, he had found many instances of people who were very much opposed to the poorhouse system, who were greatly in favor of it after they had seen it in operation for a while. He had been opposed to the poorhouse until an event occurred in his township when they could not find anyone who would take care of a person who was undoubtedly a ward of the municipality, and who would have been best cared for in a house of refuge.

Mr. Fraser, Mr. Hamilton, and Mr. Ronan each said that their respective municipalities had instructed them to vote against a poorhouse.

Mr. C. J. Miller, Reeve of Orillia, said that it was impossible to be too careful in guarding against the introduction of anything that would tend towards the creation of a pauper spirit in this free and happy land. Anything like the professional and hereditary pauperism of the old land would be a curse to Canada. He did not think, however, that the proposed reform had any tendency in that direction. The Government had wisely refused to allow children to be admitted to these institutions. He thought the name "Poor House" was misleading, and "House of Industry" would be a more appropriate name, seeing that farming and stock-raising operations could be carried on in connection with them. He thought that on the ground

of economy, if on no higher grounds, a House of Industry should be established in Simcoe. Surely it would be better to treat our aged poor according to the dictates of humanity and mercy at \$1.44 per week, rather than thrust them in gaol to treat them like criminals at \$2.80 per week. One of the strongest arguments he could think of in favor of the House of Industry was the fact that not one of the counties of Ontario who have tried that method of treating their aged poor would go back again to the old system. The stern logic of facts had made converts of many old-time opponents.

Mr. Little, M. P. P., made a very manly speech which carried conviction to many on account of its straightforward and honest tone. He had always been an opponent of the Poor House system, but his appointment on this committee had caused him to make diligent enquiry as to the working of the system in other places. All the information he could glean was favorable to the proposed system. He had met the representatives in the Local House from the counties where they had poorhouses, and whilst some of them had strongly opposed their introduction, they were all in favor of them now, after having had an opportunity of contrasting the new system with the old. He was quite willing to put the matter in the hands of the people whom he represented.

Mr. Ruby, reeve of Midland, was personally opposed to the poor house, but would vote for submitting it to the people. Every municipality in the county would have to bear its proportion of the debenture debt incurred for the farm and buildings.

The yeas and nays were taken, when 29 voted for the adoption of the report and 19 against.

### City Government in Great Britain.

Dr. Albert Shaw, the editor of *The Review of Reviews*, has made a special study of municipal government in Great Britain, and has embodied his observations and conclusions in a volume entitled "Municipal Government in Great Britain." Summing up, he says: "The English model, an elective council, with full and undivided powers, the mayor having a veto, is as simple, logical, and effective as the American system is complicated and incompatible with harmonious and responsible administrations." He has come to the conclusion that city government in America defeats its own ends by its checks and balances, its prostitution of duty and responsibility, and "its grand opportunity for the game of hide and seek." No doubt the glamour of "checks and balances" in American state constitutions has misled the American people in constituting municipal governments everywhere, until we have effectually sacrificed the substance to the mere form, and the end has come in all of them.



**ENGINEERING DEPARTMENT.**

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**Frontage.**

In the city of St. Thomas all improvements are made under the local improvement sections of the Municipal Act, which has been in force since the year 1884.

Generally, the work is asked for by petition, signed by a two-thirds majority of the owners, representing one-half the value of the property on the street, but where the street or sidewalk should, in the opinion of the council, be reconstructed, the work is advertised and proceeded with, if no sufficiently signed petition is filed against it. In some cases, work is undertaken on the recommendation of the Local Board of Health for sanitary or drainage purposes, in which instance no objection can be raised to the carrying out of the work.

The cost of this work is all taxed against the property fronting or abutting on the street; no allowance is made for corner lots or street intersections.

In case of sewers, to secure uniformity, sections are set apart and a system of sewers laid out for each; the work is completed and the total cost taxed against the property fronting or abutting on it at a uniform rate per foot. Common outlets are constructed, extended or renewed at the expense of the municipality.

Very often injustice is done by building a sewer on a street much larger and deeper than would be necessary to meet its requirements, with the view of forming an outlet for smaller lateral sewers, and assessing the total cost against the street upon which the work is done. When sewers are undertaken, a complete plan should be made, so that they will extend over the whole municipality or section, and the work completed in order to secure uniformity of taxation.

In introducing the frontage system it is well to consider thoroughly and carefully the plan of assessment to be followed, whether the work is to be paid for wholly by frontage as a per-foot tax or in part by the municipality or district.

The assessment on corner lots will be found excessive when compared with the benefit, as in the case of sewers, one sewer being sufficient; a purely frontage assessment on both sides of the lot is a decided injustice.

When a petition for work is received, triangular lots or other irregular shaped pieces of land should be considered as to situation, value and superficial area, and, if advisable, a by-law should be passed to charge the amount of any allowance made on such pieces of land against the other property fronting or abutting on the improvements or for assuming this allowance by the municipality. When this

allowance is assessed on the other property on the street, any owner interested may appeal against the assessment to the court of revision, and, if he desires, from its decision to the county judge. Unless these matters are first considered and a proper start made, the frontage system will often be unjust, and tend to make the system unpopular.

Special cases should be considered in one by-law, so that all property owners similarly situated may be assessed as nearly alike as possible.

The old system of ward appropriations, sectional grabbing, lobbying and wire-pulling is the most expensive way of making and maintaining public improvements, is inefficient in its use, unjust in its operation and wasteful.

By the frontage tax system the people get what they want, and pay only for what they get. Work can be done uniformly and systematically, and the system, if carefully inaugurated and properly managed, is simple and easy to operate, and is the fairest and most equitable plan for making public improvements and assessing the cost.

**Street Gradients.**

\* Without a doubt there is nothing in municipal engineering that affects the ratepayers to such an extent as changing old grades that have become fixed by long usage.

One of the most perplexing parts of the problem to the engineer is the part relating to intersections including the elevations of block corners. While the part affecting the lot owner is the amount to cut or fill at the place of his abutting property which from the nature of the case must receive the careful consideration of the engineer. Where a city is located in a comparatively level section the problem is very much simplified.

There are three main objects to be attained; 1st, to remove the surface water as soon as possible; 2nd, to reduce the percentage of grade to the least possible minimum without material injury to adjacent property; 3rd, to make a street present a good appearance.

To accomplish the first, one should not have a minimum grade of less than 3-10 of one per cent. only in very extreme cases unless the street is paved with brick or asphaltum.

The second case should be governed very largely by the location and nature of the improvements that have been made along the line of the street. On a steep hillside where no improvements have been made to any great extent, or no improvement of any kind, a large cut will be admissible, but if the buildings and other improvements are of a permanent nature before the grade is established, as is too frequently the situation, one is almost, if

not quite compelled to accept the circumstances and make the best of the surroundings. It is therefore of great importance to all concerned to have a grade established and recorded as soon as possible after a street is laid out then all improvements can be made to conform thereto.

The last, and by far not the least, is to have such a grade established as will give the street a good appearance. This part of the problem is governed largely as to whether the street is in the business or resident portion of the city. In either event the curb line should, if possible, be unbroken from curb corner to curb corner. But if impossible the grade should change at some property line, and if the change is very abrupt there should be adopted what might be called an easement grade to prevent as much as possible a large deposit of sand and other easily moved materials. By this means the trouble of continually removing the deposit after large showers could be greatly averted. This easement grade is of as much assistance in lessening the expense of caring for a street as easement curves in railroad work in caring for the track and rolling stock.

And, finally, we have the street intersection problem, which has almost as many ways of solution as there are engineers engaged in municipal work. We find that a very common way of disposing of it is to make all curb corners the same elevation. This has its advantages as well as its disadvantages. The only thing that seems to recommend it is that it is an easy way of solving the problem, while it has the disadvantage of failing in being satisfactory on account of lack of drainage, unless what might be called a compromise grade is adopted, which makes the finished work look as if the whole thing was done by guess. A flat intersection also presents an ugly appearance especially on a steep grade. The best solution for resident portions of the city, if the grade is three per cent. or less, is to carry the grade to the centre of the intersecting street and make the change, if any, at that point, otherwise change the grade at the curb corner and make the maximum grade for the intersection three per cent. In the business portion of the city, the maximum grade for intersection should be less than three per cent.

**Road Notes.**

In some sections of our country the horses of a double team travel just in front of the wheels, and the broad tire rolls down what the hoofs cut.

It is said that sharp shoes and points are equally destructive to the roadbed as narrow tires.

The essentials to a perfect road are a deep foundation and a good watershed surface. With these and the use of broad tread wagons the stone roads will last for years.

### Drainage.

In under-draining much difficulty arises in practice as to connecting in a secure and satisfactory manner the smaller with the larger tile drains. Streams should not meet at right angles, but a bend should be made in the smaller drain a few feet before it enters the main so as to introduce the water of the small drain in the direction of the current in the main. An instance is given where it was found that a quantity of water was discharged with a turn or junction with a gentle curve in one hundred seconds that required one hundred and forty seconds with a turn at right angles; and that while running direct that is without any turn it was discharged in ninety seconds. This is given as a mere illustration of the principle which is obvious enough. Different experiments would vary with the velocity, quantity of water, and smoothness of the pipe, but nothing is more certain than that every change of direction impedes velocity.

Thus we see that if we had but a single drain the necessary turns should be curved to afford the least obstruction.

Where the drain enters into another current there is yet a further obstruction by the meeting of the two streams. Two equal streams of similar velocity and size thus meeting at right angles would have a tendency to move off diagonally if not confined by the pipe; and confined as they are must both be materially retarded in their flow. In whatever manner united there must be much obstruction if the main is nearly full at the point of junction. The common mode of connecting tile drains by cutting and fitting in is a decided mistake. Branch pipes are now made at tile works and they are much more satisfactory. The branches may be made to join the mains at any angle and it might be advisable to make this part of both drains larger than the rest, to allow room for the obstructed waters to unite peacefully.

The mains should be from three to six inches deeper than the minors.

The fall from the one to the other may usually be made most convenient by a gradual descent of three or four feet to the point of junction; but with branch pipes the fall may be nearly vertical if desired by turning the branch outward to meet the small drains. It will be necessary in procuring branches for soil tiles to bear in mind that they are rights and lefts and must be selected accordingly as the branch comes in upon one or other side of the main.

The branch should enter the larger pipe not level with the bottom but as high as possible to give an inch fall to the water passing out of the branch into the main to prevent possible obstruction at the junction.

The process of drainage is expensive as compared with the price of land in our new settlements; but its cost will not

alarm those who have been accustomed to see the improvements made upon well cultivated farms. Compared with the labor and cost of building and maintaining fences upon the highways and in the subdivision of lots, the drainage of land is a small matter. Upon fences there is occasion of annual repair while drains properly laid are permanent. These suggestions are thrown out that farmers may not be alarmed without cause at the high cash estimates of the cost of drainage operations. Money comes slowly to farmers and a cash estimate to them looks larger than an estimate in labor. The cost of fencing seems no great burden, though estimated in cash it would seem as in fact it is a severe charge.

Drainage can be performed principally by the same kind of labor as fencing, the cost of the tiles being a small item in the whole expense. The estimates of labor should be made at one dollar per day in investigating this matter.

This would be the fair cash value of work by the day perhaps, but it is far more than farmers who have work on hand on their own farms which may be executed in the leisure season, will really expend for such labor. Few farm operations would pay expenses if every hour of superintendence and every hour of labor by man, boy and beast were set down at high rate. The cost of tiles will ordinarily be a cash item and the labor may be performed like that of planting, hoeing, haying and harvesting, by such help hired by the month or day or rendered by the family as may be found convenient.

In arranging the spring's work, time and attention is devoted to laying it out, though this hardly forms an item in the expense of the crop. Most farmers may think themselves competent to lay out their drains without paying for the services of an engineer. It is believed however, that generally it will be found true economy to procure the aid of an experienced engineer to lay out the work at the outset. Certainly in most cases some skill in the use of levelling instruments at least is absolutely essential to systematic work. No man, however experienced, can, by the eye, form any safe opinion of the fall of a given tract of land. Fields which appear perfectly level to the eye will be found frequently to give fall enough for the deepest drainage. We recently had occasion to notice this on a piece of land.

A low, wet spot, that had many times been looked at as a place which should be drained both to improve its soil and the appearance of the land about it, but to the eye it seemed doubtful whether it was not about as low as the stream some forty rods off, into which it must be drained. Upon testing the matter carefully with levelling instruments it was found that from the lowest spot in this little swamp there was a fall of seven feet to the river at its ordinary height.

### Electric Street Lighting.

Municipalities are gradually becoming more interested in the discussion on the advisability of the municipality owning electric lighting plants, and as is naturally expected strenuous opposition is given to the movement. Those who oppose public ownership complain that the reports of municipal plants do not pay proper attention to fixed charges, interest, taxes, depreciation and insurance. It is quite true that these matters, except the last, receive little or no explicit attention in most municipal reports; it does not follow, however, that the results set forth in the said reports fall short of the truth. The returns from public plants include, not only the cost of maintenance and operation strictly so-called, but insurance (wherever the municipality thinks it best to insure as most of the towns and smaller cities do) and also the cost of labor and materials used in making many little extensions and improvements which really belong to the investment account, and which, together with the replacement of new for old, incident for ordinary repairs, more than balance the depreciation of machinery, buildings, poles, etc. The taxes lost by making the enterprise a public one amount to very little—not more than two dollars per year per standard arc on the average, an item which as we have said is more than balanced in many of the cities by the superiority of public service over that formerly received from private companies.

Interest is the sole remaining item of the complaint and with public ownership interest is not an element of the cost of production. If the public plant is free of debt no interest is paid. If the council should say "the lamps costs \$50 an arc for running expenses and \$10 more for interest so we must levy \$60 an arc on the taxpayers" the result would be the same as if no interest were calculated on electric light. It is one of the advantages of public ownership that the people get the interest and profits, so that in effect they get the service free of interest and profit charges; instead of paying interest and profits to somebody else, who retain them, the people pay interest and profits to themselves (if any such formal payments are made at all) which is equivalent to paying no interest or profit. In estimating the fair selling price of light under ordinary competitive conditions a reasonable interest ought to be added, but on entering the domain of public enterprise free of debt, we leave interest behind. If all the means of production were held in common there would be no such thing as interest at all. The cost of production in a public enterprise is simply the cost of operation as above, plus a pro rata contribution to the maintenance of order and government which is the equivalent of present taxation, the entire product beyond this is profit. Interest is money paid for the use of capital, and when the producer

works with his own capital all he pays for the use of it is the cost of keeping it in repair, which in the case we are considering, is included in the expenses of operation. It is evident that there is a good foundation for refusing to allow the introduction of an interest charge among the items of expense in a municipal plant free of debt. It will not do to say that the town might have put its money out at interest instead of building an electric light plant; if it had it would simply have received \$10 interest with one hand and paid out \$10 interest with the other to a private Electric Light Company and have been in respect of interest precisely where it is now with an investment on which no interest is figured. Moreover in ninety-nine cases out of one hundred the municipality would never have been able to invest such money at interest—would never have had the money to invest except for the movement towards public operation of city franchises. The common people are just so much ahead every time a municipal enterprise is started; it is just that much more property than they would otherwise be able to accumulate.

Public ownership does not involve the payment of interest by the people it relieves them from the payment of interest. In the process of attaining public ownership interest may have to be paid if money is borrowed to build or purchase the plant; but such interest is not part of the cost of producing light under public ownership it is only a part of the cost of the change to public ownership the moment the change is complete and full public ownership really exists, interest ceases. The ownership of a municipal plant is supposed to be in the people, although the plant may be in debt. In respect to control and other very important attributes of ownership this is true, but in respect to the attribute of free use without tribute it is not true; the creditor is in substance a part owner and public ownership is not perfected until the title is clear of debt.

The whole matter may be made very clear in this way. The total cost of production during a given time is the entire amount expended in investment and operating expense, minus the remainder values on hand at the end of said time if the plant is worth as much at the end of the year as at the beginning, the actual expenditures during the year constitute the cost of production. If the plant is worth one thousand dollars less in productive value at the end of the year than at the beginning, \$1,000 of the original investment has been ground up into product and not replaced so that the cost of the year's product is the year's expenditure, plus \$1,000. If the labor and material put into the plant not only balance the depreciation but make the plant worth \$1,000 more at the end of the year than at the beginning, the cost of production during the year is the year's expenditure minus the \$1,000 which did

not go into the product, but into investment and is still on hand. The application of these principles will evidently give the true cost of production and clearly there is no place for interest in these calculations when the plant is free of debt. Actual current expenses for operation insurance and safety, plus the portion of the investment that has gone into product which is another way of saying depreciation that formula covers the whole cost. The application of the said principles is a very simple matter when once we know the probable life of the capital invested or in other words the rate of depreciation. The gap between private prices and public costs is partly due to the economies of well managed public enterprise, partly to the uncertainties of a new business, which are now, however, reduced to a comparatively narrow margin, and partly to the rapacity of powerful private monopolies. The latter generally operates more strongly in the larger cities. In many of the smaller places, the private charges are not unreasonable, but at best, a private company cannot afford to work at the rates which will sustain a public plant.

#### A Good Old Pavement.

After all, the good old macadam road, well made in the first place and constantly looked after and repaired, is the best of all sorts of pavement.

Asphalt chips off under the effects of frequent watering, is slippery, hot and hard on horses' feet, and is not altogether free of dust, as merchants on King and Yonge streets can tell in forcefully eloquent language.

Brick is cheaper, perhaps more durable, not so susceptible to water, and is cleaner than asphalt, but it too is injurious to horses' feet.

Macadam, on the contrary, when laid on good foundation, carefully looked after and repaired as quickly as repairs to asphalt or brick are made when the roadway shows a bad spot, is a splendid, hard, level, pavement, clean and easy on horses. The great points in macadam roads all authorities agree, are to lay them on a good foundation, and keep them constantly in repair. Those two important features are, however, generally overlooked. The road is made by dumping crushed stone in mud, covering it with sand and running a roller over it. Seldom is the precaution and expense incurred of preparing a bottom, as is done with asphalt and brick; and repairs are not promptly made.

Were macadam roads properly made and well cared for, there would be few complaints from the general public and none from horse-owners.

New Jersey farmers carry 130 baskets of peaches over the stone roads. Over the old roads 23 baskets was the load.

#### Good Roads.

WIDE TIRES PREFERABLE TO NARROW ONES IN THE MAJORITY OF CASES.

Starting with a wagon and load weighing 4,500 pounds it was found in Indiana that a three-inch tire required 150 pounds less draft to be drawn over sod than a 1½ inch tire; 150 pound less draft on a hard road and 300 pounds less draft to move a load on a dead pull. The conclusion of this experiment may be summed up as follows:

1. On hard roads, block pavements and other permanent and substantial roads there is no argument, so far as actual draft is concerned, in favor of the wide tire, the effect being rather against the wide tire.

2. In their effect upon hard roads the wide tires have the advantage. This benefit is not sufficiently appreciated by turnpike and macadam road companies.

3. In soft mud, slush and under similar circumstances, under which even the wide tire cuts in, the advantage is against the wide tire and in favor of the narrow.

4. On sod and soft ground, where the wide tire does not cut in and the narrow does, the advantage is on the side of the wider tire.

Experiments at the Utah Experimental Station demonstrated that a given load on 1½ inch tire drew 46.6 per cent. heavier than when on a three-inch tire, the draft being on a fairly stiff grass sod. On a moist but hard road the 1½ inch tire drew 12.7 per cent. heavier than the 3-inch.

Wide tires are not only lighter in their draft than narrow ones under nearly all conditions, but cut up roads very little, in fact, when 6-inches wide tend to make the roadbed better continually. They could be gradually substituted for the present narrow ones and better roads be the result, especially on the farm and on turnpikes largely used by farmers.

#### A Difference.

The rich man revels in fine personal property and millions in securities, and the assessor's list shows him to be a poor man, nearly in want. Rich men are sent for, called into the assessor's private room, and informed that they are assessed at so and so. The assessor boldly makes the announcement that both can make money if the rich man is agreeable, and straightway the rich man's figures are lopped off. The assessors get rich doing this.

#### Way of Politics.

"The General was a great talker before he was elected," said one constituent in a tone of melancholy reminiscence.

"He was that," replied the other.

"But he don't seem ter have done much in the lines that he orated about."

"Mighty little. He says his hands was tied."

"I s'pose he tells the truth. But it does seem too bad that so many more of 'em gits their hands tied than ever gits tongue tied."

## Roads and Statute Labor.

(Bobcaygeon Independent.)

The Ontario Good Roads Association is doing a most useful work, and promises to accomplish valuable results. Its second annual convention was held early in the present year, and the report of that convention printed by the Ontario Government is now being distributed. The report contains a large amount of valuable and interesting information on the subject of roads, and our rural readers should send to the department in Toronto for a copy, and study it carefully. Much of the success of the association must be attributed to the tact, energy and ability of the president, Mr. A. Pattullo, of Woodstock, who has conducted the business of the association with singular skill. The association is only two years old, but in that time it has succeeded in making road construction a subject of general discussion, and has distributed throughout the province a large amount of practical information on the subject. The association has, moreover, urged upon the authorities of Agricultural College, the desirability of making the construction and maintenance of roads part of the instruction given to the students, and it is probable that the Government will cause roadmaking to be one of the subjects taught at that institution. The effect will be important, for when several hundred students are taught how to construct and maintain roads, and those students are subsequently diffused throughout the province, there is some hope of the work of roadmaking being carried on in an intelligent manner. The association fully recognizes the folly and waste of the present system of constructing roads by means of statute labor, but it is not prepared to recommend the immediate abandonment of that system. It points out that the labor under that system is easily available, but that it is so absurdly misdirected that it produces little good results.

The dollar's worth of statute labor does not produce more than twenty-five cents' worth of good. The need is to have the labor employed under a superintendent who is an expert at roadmaking, and who expends that labor on a previous designed system. The present mode of roadmaking places the labor under pathmasters who have no knowledge of the subject. Before the necessary improvements in road construction can be accomplished, the association points out that the pathmasters must have more knowledge of how roads should be made—in other words they should be trained specially for the purpose—and men who have no knowledge of the subject should not be appointed.

During the past year Mercer county, N. J., has spent over \$100,000 in macadam roads, Burlington has spent nearly \$300,000 and Middlesex about \$25,000.

## Roads.

In fixing the steepest allowable grade it should be remembered that the better the road surface is the flatter should be the grades or else the benefit arising from the good road surface will not be fully realized.

On an ordinary road, however, the tractive force due to the road surface is probably nearer one in thirty, and on a grade of one in thirty more, the latter grade would seem to be the proper maximum for long hills, if the cost of securing it be not too great.

A long stretch of perfectly level road is, however, by no means an unmixed good, for the water tables or gutters at the sides of the roadway require to have a fall of at least one in one hundred and twenty, or one inch in ten feet, so that on a level road the water table would gradually increase in depth below the surface of the road, which is not desirable as it tends to diminish the available width of the roadway, or else the exits into the longitudinal drains or ditches must be more frequent, which always adds to the cost of construction. The surface water on the roadway also drains off better when there is a slight longitudinal slope.

The first item to be attended to is the drainage, and it is as important as any other.

It is almost impossible to make a good road on a wet, yielding soil, except by going to great expense in providing a heavy concrete foundation.

Money spent in securing a good, firm, dry roadbed will save a vast amount of trouble in attempting to maintain a good surface and keep it clean.

The remark is frequently made in the spring that "the frost has heaved the road. It is true that the roadway would probably not have heaved had there been no frost; but yet the frost does not spoil a dry roadway; and, in fact, it is the ice thawing that does the mischief, and not the frost. The proper remark to make in such a case would be "The road is badly drained."

In constructing all drains, care should be taken to preserve a uniform grade in the bottom. For this purpose the workmen should use boning rods, which seem to be seldom thought of in this country. Three are used at a time, made of pine, about three inches wide and one inch thick; two of them are about four feet long and pointed at the end, and the third is about three feet long, and left square at the end; all have a cross-piece at the upper end, about one foot long, set square to the upright part. The pointed rods are driven into the ground where the grade pegs are driven till the top of the cross-piece is as high above the desired grade as the entire length of the unpointed rods, then by sighting along the tops of the two rods driven into the ground when the top of the third rod is brought level with the

tops of the fixed rods, its foot will be at the desired grade. By this means the bottom of the drains can be perfectly graded from grade pegs set two hundred feet apart. These boning rods should also be used in grading a roadway.

In determining the grades for drains it is well to make them so that they shall be a certain number of inches in ten or twelve feet. A plank with one edge bevelled off to the given grade is generally used; thus, for example, one in one hundred and twenty is one inch in twelve feet, one in sixty is two inches in ten feet, and so on.

To avoid any misunderstanding as to the precise meaning of the terms "Road Allowance," "Roadway" and "Roadbed," it may be stated that the full width of land reserved for road purposes is the "Road Allowance," the portion used by the vehicles is the "Roadway," while the term "Roadbed" is applied to the surface of the roadway at sub-grade on which the stone or other foundations for upper coating of the roadway is placed.

Country roads do not require a wide roadway. If extreme economy is necessary the central part of the roadway may be macadamized for a width of only eight feet; this is about the least width that a vehicle can really be driven on. In such case it would not be advisable to make the entire roadway less than twenty-six feet wide, so that vehicles may pass on either side of the central portion, and that the macadamized part may be easily widened in the future.

To provide for a pretty constant traffic in both directions the macadamized portion of the roadway should be sixteen feet wide, as the axles of wagons and buggies are usually five feet, eight inches in length, or five feet, two inches from one wheel to the further end of the axle, therefore allowing a space of two feet between the ends of the axles of two vehicles when passing, and two feet from the further wheel to the outside of the paved part of the roadway sixteen feet, four inches, or in round numbers sixteen feet would appear to be the proper width to allow vehicles always to keep their own side of the road without going off the paved portion, while it will also give a play of nearly two feet on each side of nearly four feet, altogether in the width allowed to the vehicles to travel over, thus leaving space enough for vehicles to avoid always going in the same track and wearing the roadway into ruts.

## Good Road Maxims

Good roads make good people, and good people are much improved by good roads.

Civilization is the result of having easy means of communication.

Savages have no roads.—L. A. W. bulletin.

## LEGAL DEPARTMENT.

H. F. JELL, SOLICITOR,  
EDITOR.

## The Drainage Act, 1894.

Section 68 of this act and the following three sections makes provision for the maintenance of any drainage work constructed prior to the passing of the act, and to be paid for by local assessment, Said section 68 applies to the maintenance of such drainage work as is not continued into any other municipality. In case no lands or roads in any other municipality are assessed for the construction of such drainage work, then the expense of the maintenance thereof is to be borne by all lands and roads in the initiating municipality, in any way assessed for the construction of such drainage work, according to the assessment of the engineer or surveyor, contained in his report and assessment for the such original construction.

In the event of lands or roads in any other municipality, or roads between two or more municipalities being in any way assessed for the construction of such drainage work, then the said drainage work shall be maintained at the expense of all the lands and roads in any way assessed for such construction in the municipalities affected, and in the proportion determined by such report and assessment, or in appeal therefrom, by the award of arbitrators, or order of the referee. The provisions of the first report are to be the guide, unless and until such proportion of assessment shall be varied or otherwise determined by the report and assessment of the engineer or surveyor for the maintenance of the drainage work, or in appeal therefrom, by the award of arbitrators or order of the referee.

Section 69 of the said act has reference to the maintenance of drains passing into a municipality or municipalities other than the initiating municipality. This includes a drain commenced by the initiating municipality on a road allowance adjoining such municipality and is continued thence into the lands of any other municipality or municipalities—such a drain is under the last mentioned section to be maintained, after the completion thereof in the following proportion: By the initiating municipality from the point of commencement of the drainage work in the municipality, or upon such road allowance, to the point at which the drainage work crosses the boundary line between any road allowance, and lands in another municipality, and by such last mentioned municipality and by every other municipality, through, or into which such drainage work is continued from the point at which the drainage work crosses the boundary line between a road allowance and lands in the municipality—to an outlet in the municipality, or on a road allowance adjoining the municipality, or to the

point at which the drainage work crosses the boundary line between any road allowance and lands in another municipality as the case may be. The cost of such maintenance is to be borne by the lands and roads in any way assessed for the construction thereof and in the proportion determined by the engineer or surveyor in his report and assessment for the original construction, or in case of appeal therefrom as set forth in the award or order of the referee.

## LEGAL DECISIONS.

## FITZGERALD VS. CITY OF OTTAWA.

The plaintiff was the owner of land situated on the south side of Pine street in the city of Ottawa, and formerly part of the township of Nepean. Before the territory was added to the city, the plaintiff and the owners of some land adjoining his, made a box drain to carry off surface water that collected on Pine street. After the territory was added to the city, the box drain fell into disrepair, and the city engineer, on the plaintiff's complaint, refused to repair it, but had an open drain cut across the street to carry off the water. This drain in the next year became filled up, and the water overflowed the plaintiff's land. The city refused to remedy the defect, and this action was brought to recover damages.

Held—Where a municipality makes alterations in, and thus adopts as part of its own drainage system, a drain existing in territory acquired from another municipality, it is liable for damages caused by subsequent neglect to keep the drain in repair.

CONFEDERATION LIFE ASSOCIATION VS.  
CITY OF TORONTO.

In the court of appeal it was held that, "Interest earned on the statutory reserve fund of a Life Insurance Company is part of its assessable income, and the decision of a judge of a county court on a question of assessment is final, when he is dealing with property that is assessable at all." Thus confirming the judgment as reported on page 74 of the WORLD for 1895.

TOWN OF ST. STEPHEN VS. COUNTY OF  
CHARLOTTE.

By an order in council made in September, 1886, all fines, penalties, or forfeitures recovered or enforced under the Canada Temperance Act, 1878, and amendments thereto, within any city, or county, or any incorporated town separated for municipal purposes from the county, which would otherwise belong to the crown for the public uses of Canada, shall be paid to the treasurer of the city, incorporated town, or county, as the case may be, for the purposes of the said act.

St. Stephen is an incorporated town in the County of Charlotte, N. B., having its own mayor and governing body, police magistrate and other officials. It contributes, jointly with the county, to the

support of the county gaol, registry office, sheriff's office and other institutions.

A number of convictions for offences against the Canada Temperance Act having taken place in the town, a special case was stated for the opinion of the Supreme Court of the Province as to whether the town treasurer or that of the municipal council of the county was entitled to the fines therefor. The Supreme Court decided in favor of the county.

Held—Reversing such decision, that an incorporated town separated from the county for municipal purposes in the order in council did not mean a town separated for all purposes, but included any town that was self-governing and practically free from control by the county. St. Stephen, therefore, notwithstanding that it was joined to the county for the purposes mentioned, was a town "separated from the county for municipal purposes," within the meaning of the order in council.

## BETHUNE VS. COUNTY OF WELLAND.

This was an action brought against the county by John Bethune for an account of \$5 for taking the census of Bridgeburg. The council refused to pay the account on the ground that Bridgeburg should pay it, as the by-law states that Bridgeburg shall pay all expenses incurred in securing the passage of the by-law.

Mr. Cowper claimed that Mr. Bethune was working under the direction of the county council, and should get his pay from them, and they recover the amount from Bridgeburg. But the judge thought differently, and declared a non-suit.—Tribune.

Sewage disposal in the cities on the great lakes shows, according to the report of the Chicago Health Department for 1894, that while the general death rate was lower than in inland cities, it was much higher for typhoid fever. In commenting on this fact, the editor of the Journal says: Practical experience has demonstrated what science had already predicated upon the known laws of diffusion, sedimentation and purification of polluted waters. The disposal of sewage in a water supply is a sanitary atrocity which future generations will refuse to condone. Sooner or later, if communities will not protect themselves from such a revolting violation of sanitary common sense, the general government must intervene and positively prohibit the discharge of untreated sewage or other pollution into any stream or body of water whatsoever. The figures herein cited are of themselves a sufficient argument for such an intervention at once.

We can make mistakes so easy that we are almost forced to think they have already been made and are merely waiting to be called for.

### Changes in Children's Laws made by the Ontario Legislature, 1895.

#### POWER TO TRANSFER CHILDREN.

The following is added as a new clause:

"1. Notwithstanding provisions to the contrary in any act contained, and notwithstanding the provisions of any by-laws, rules or regulations for the government or control of any duly incorporated orphanage, children's home, infant's home or industrial school, it shall be lawful for the trustees or governing body of such orphanage, or children's home, or infant's home, or industrial school, to take advantage of the provisions of section 15 of the act for the prevention of cruelty to and better protection of children by transferring, from time to time, children under their care to the superintendent or to the Children's Aid Society in the locality of such orphanage or home, to be placed out by the superintendent or by such Children's Aid Society in pursuance of the provisions of the said act, and in such case it shall be the duty of the Visiting Committee to visit any child so placed out, as by the said act provided, and in all respects such child shall be treated as having been placed out and shall continue subject to the provisions of the said act." 58 Vic., chapter 52, section 1.

This clause was enacted in the hope that it would be taken advantage of by the various institutions for the speedy placing out of dependent children in foster-homes. By the transference of a child to the Children's Aid Society the machinery of the act is utilized for its future supervision.

#### CHILDREN IN INSTITUTIONS.

(1) It shall be unlawful for any person to induce any child to leave the building or premises of any duly incorporated boys' or girls' home or orphans' home or asylum or children's or infants' home inspected by the Inspector of Prisons and Charities, and in respect of which aid is paid out of the funds of the province under the provisions of the Charity Aid Act, or to attempt to induce such child to leave or quit any service or apprenticeship or any place in which or where the said child has been or may be lawfully placed for the purpose of being nursed, supported, educated or adopted, or to induce, or attempt to induce any child to break any articles of apprenticeship or agreement which have been or may be lawfully entered into by or with the authority of the trustees or directors or governing body of any such home or asylum respecting any such child, or to detain or harbor any such child after demand made by or on behalf of any officer of any of such institutions for delivering up of such child; and any person who shall violate the provisions of this section shall be liable, upon summary conviction before a justice of the peace, to a fine not exceeding \$20 and costs, and, in default of payment thereof, to

imprisonment not exceeding thirty days. 58 Vic., chapter 52, section 13

(2) No parent or guardian or other person, who, by instrument in writing, has heretofore surrendered or may hereafter surrender the custody of a child to any of the charitable institutions mentioned in the next preceding sub-section hereof shall thereafter, contrary to the terms of such instrument, be entitled to the custody of or any control or authority over or any right to interfere with any such child.

(3) Provided, however, that any parent or guardian claiming that a child is improperly and unjustly detained by any of the charitable institutions in this section referred to or any other person believing that in the case of any child in any of the said institutions a real grievance or a just cause of complaint exists, may make complaint to the judge or superintendent, and the judge, or, with the minister's approval the superintendent, may make such order as to the disposition of the child as having regard to the welfare of the child, may under all the circumstances of the case, appear to be just and reasonable.

#### INDUSTRIAL SCHOOLS.

Among the changes made in the Industrial School's Act is a clause authorizing corporations of cities and towns to guarantee debentures issued for Industrial school purposes; also a clause authorizing school boards to pay a *per capita* allowance instead of furnishing teachers.

*Supervision until 18.*—An important clause reads: "Every child now under the control of an Industrial School Board, or hereafter sent to an Industrial school, shall from the expiration of the period of his detention at such school, remain up to the age of 18 under the supervision of the Industrial School Board." 58 Vic. chapter 59, section 5.

#### Power of Vision Still Fair.

Lawyer—Now, sir, did you or did you not say you saw the defendant at the time this occurrence took place? You did see him. Very good. Now, I should like to have you state to this jury, sir, whether or not your eyesight is defective?

Witness—Why, as to that—

Lawyer—Address your remarks to the jury, sir.

Witness (to the jury)—He's right, gentlemen. My left eye is no good, but I can see tolbly well out of the other. I can see that this here lawyer dyes his whiskers, and they've grown about a sixteenth of an inch, I should judge, since he died 'em last.

At a meeting of the Sarnia town council recently, two members, who were out of order, were ejected from the council chamber, on the order of the mayor. It would be well if more of our municipal chairmen would exercise this power which is inherent in all such bodies for the preservation of orderly proceedings and the transaction of business.

### QUESTION DRAWER

SUBSCRIBERS only are entitled to opinions through the paper on all questions submitted if they pertain to municipal matters. Write each question on a separate paper on one side only. When submitting questions, state as briefly as possible all the facts, as many received do not contain sufficient information to enable us to give a satisfactory answer.—E.D.

P. C. M.—A grade was cut by the municipality in front of a man's farm, and just opposite the gateway of the farm; the cut, including ditch, would be about four feet deep. Can the man owning compel the municipality to build a culvert over the ditch, and make a roadway out for him, or has he, at his own expense, to build such?

1. If the man owning the farm, in making a roadway out, fills the ditch without putting a culvert in, what redress has the municipality?

2. Can the owner of property compel the municipality to build crossways over ditches in front of his gateway?

1. The municipality may bring an action to restrain him from interfering with the highway.

2. No.

A MUNICIPAL COUNCILLOR.—"A" was convicted by the mayor, sitting as a justice of the peace, for violating Transient Traders By-law. The conviction was removed to Toronto, and quashed without costs. The corporation was not in any way a party to the proceedings, and had nothing to do with them. The lawyer for "A" then claimed damages by reason of the prosecution, and sent in a bill of costs, stating that if the council would pay the bill it would be accepted as a settlement. The council voted to pay him \$75. The mayor refuses to sign the warrant for the money. Has the council a legal right to vote corporation money for such a purpose? Could the mayor be compelled to sign a warrant for such an appropriation?

The fact that the corporation passed the by-law in question cannot make it liable for damages, if any, caused by prosecution which it did not authorize. The mayor cannot be compelled to sign the warrant for payment, because there was no authority for such an appropriation by the council.

C. A. R.—1. Our municipal treasurer was robbed of \$215, the council not having a safe to keep the money in. Will that bar the council from compelling the treasurer to make good the money?

2. Has the sureties of a municipal treasurer to be renewed every year?

1. Assuming that there was no bank convenient in which the money might have been deposited for safe keeping, and that it was necessary to have it on hand for the purposes of the municipality, or that the treasurer had not had sufficient time to have it placed in some safe place, he is not liable. The council, in order to recover, must make out a case of negligence.

2. Not if bond is in proper form.

S.—A municipality issues say \$20,000 debentures for ten years at four and a half per cent. equal annual payment, \$2,527.56. They are sold at a premium so as to net four per cent. to the purchaser. How much should the purchaser pay? Also, they are delivered three months after the date of debentures. What is the amount of accrued interest, and should it be calculated on the face value of debentures, or on the purchase price? There is some difference of opinion, especially as to the accrued interest, and your opinion will settle the matter without appeal.

Accrued interest should be paid on the face value of the debentures only. The

face value and premium are payable when debentures are delivered, and interest would only accrue on face value.

The purchaser should pay	\$20,000
Premium	2,500
Accrued interest	225
	<hr/>
	\$22,725

F. J. C.—On page 155, MUNICIPAL WORLD for August, 1895, in reply to W. B., you say that the mayor is not a member of any committee, "unless so constituted by resolution or rules and regulations governing proceedings of the council?"

We have always acted on the supposition that the mayor by virtue of his office, was ex-officio, a member of every committee of the council, and as such had the right to speak and vote on any question under consideration by any committee. Is there no statute constituting the mayor a member, ex-officio, of every committee of the council with full power to sit with, and discuss and vote upon any question under consideration by the committee without being named upon such committee by any resolution, rule or regulation governing the proceedings of the council?

The presiding officer of a municipal council is only ex-officio member of all committees when so appointed by the rules and regulations of the council, but when the presiding officer attends a committee meeting as an ex officio member, he is not to be counted in the quorum, that is if there are five members of the committee and two with the reeve present, as ex officio, this would not be a quorum, but if a committee of the whole is appointed, or the presiding officer was named as a member of the committee, he would not then be acting ex-officio, but as a member appointed on the committee, and would be counted in the quorum.

CLERK.—Can you tell me why we are put to so much work as clerks in copying assessment rolls, word for word and figure for figure? I have copied to column 17 and have about decided to give aggregate for the balance and run risks.

I would like a little information respecting the opening of townline roads. So far I have only notified the parties that an application will be made August 14th to open, etc. Victoria 55, chapter 42, section 566, sub-section 2, empowers county councils to open roads, but no such power is given townships as I can see in this or any other section.

Victoria 55, chapter 42, section 552, cites that private persons own the lands in road allowance not yet opened, until a by-law has been passed by the council having jurisdiction. Now the question is who has jurisdiction over a townline between two municipalities?

1. Can one township alone dispose of the case?
2. Can the two townships interested, together dispose of the case?
3. Can the county council legally assume the business without any direct reference to either township?

A certified copy of the assessment roll is required to be furnished by section 75 of the Consolidated Assessment Act.

1. No.
2. Yes.
3. Yes.

In reference to opening roads, section 536, of the Municipal Act, states that township boundary lines should be opened, maintained and improved by the township councils. Section 538 also refers to townships having joint jurisdiction over certain

roads; section 539 states that both councils must concur in by-laws respecting them, and section 540 refers to arbitration if they do not concur.

If your council pass a by-law a copy should be served on the reeve of the other township, and if they omit to pass a by-law within six months, the matter could be referred to arbitration. Section 557 and following sections shows what proceedings would be necessary to bring the matter before the county council provided the township councils refuse to act in the matter.

Under section 553, notice of the intention to pass a by-law must be served on all persons in possession of the road allowance eight clear days before the meeting of the council, and unless you propose to open up the original road allowance only, and unless you are certain that no private rights have been acquired in respect of such allowance, by reason of another road having been laid out through private lands in lieu of it, the preliminary steps provided by section 546 should be first taken.

J. M. D.—In 1842, a road was established through a lot in this municipality; it has never been opened or used as a public highway. Can the council now open it up without the consent of the owner of the lot? I don't think there was any compensation given for the road.

2. A Roman Catholic separate school has been in existence in this township for a number of years. Last January it closed up and the supporters are sending their children to the common schools. The assessor has entered them as public school supporters and the secretary-treasurer of the past separate school board told me verbally that the separate school had ceased to exist. Will that be sufficient evidence for me to place them as public school supporters, or will I require a written statement from each ratepayer?

1. We do not think that the road in question can be opened without the formalities required by section 546 of the Consolidated Municipal Act, 1892, and provision for compensation must be made.

2. Yes. A written statement from each ratepayer is not required.

X. Y. Z.—The council pass by-laws defining the duties of pathmasters, but at the same time send you road lists which are silent, respecting the pathmasters most important duties, as set forth in the said by-law.

1. In that case is it the duty of the pathmaster to obey the meagre instructions in the list or should he go to those by-laws to look up his whole duty?
2. And in case he obeys the rules of the list only, would he be liable in any way for not obeying the by-laws?
3. Is it, or is it not, the duty of the council, to furnish the pathmasters with complete instructions or would such a list as described above be all that was necessary?

The said by-laws impose a penalty for non-compliance therewith.

1. It is the duty of the pathmasters to carry out the instructions in the list if they are in accordance with the by law.

2. No.

3. The council ought to furnish the pathmasters with instructions for the proper discharge of their duties. As by-

laws though illegal, furnish protection to persons acting under them, it is always important to know their provisions so as to be able to rely upon them in case of any act done in pursuance of them being illegal.

J. M.—1. Does section 78 of the Drainage Act, 1894, permit the inspector or council to compel land owners to construct flood gates in public drains so as not to obstruct the free flow of the water?

2. If not, under what authority can the owners be compelled to do so?

3. Can a pathmaster cause thistles and other noxious weeds to be cut on non-resident lands, and have the same charged against the lands?

4. Can the owner of non-resident land be compelled to erect a portion of a line fence?

In the most of municipalities in this district taxes are not collected before the 1st of February, and there is considerable drainage work done each year, and if debentures are sold in the ordinary way, the money will remain a great part of the year in the hands of the treasurer, and the lands assessed for the drain have to pay the interest.

5. I would like to know if it would be legal to sell debentures, say on August 1st, 1895, and have them maturing on February 1st, '96, '97, '98, '99, 1900. The by-law states the debentures to be payable within five years. If so, would the following be correct?

Interest at five per cent.

Value of Debentures	Feb 1st. 1896	1897	1898	1899	1900
\$ 100 24	\$ 2 51				
92 75	2 32	4 64			
97 39	2 43	4 87	4 87		
102 26	2 56	5 11	5 11	5 11	
107 36	2 68	5 37	5 37	5 37	5 37
\$5700 00	12 50	19 99	15 35	10 48	5 37
	100 24	92 75	97 39	102 26	107 36
	\$ 112 74	112 74	112 74	112 74	112 73

When no coupons are used.

Debenture No.	1—\$112.74, due Feb. 1st 1896	2—112.74, " " 1897	3—112.74, " " 1898	4—112.74, " " 1899	5—112.73, " " 1900
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6. Would it be legal for a council to publish a by law for \$2,000 (being the engineer's estimate of a drainage work) and afterwards amend the by-law so as to raise but \$1,200, being the funds necessary for the work?

1. No.
2. The council is confined to the remedy provided by section 78.
3. No.
4. No.

5. Section 414 of The Consolidated Municipal Act provides that no council shall, unless specially authorized so to do, make a debenture for the payment of less than \$100.00, and declares a debenture issued for less than that amount void. Under this provision some of the debentures which you propose to issue would be void. In other respects we do not think that they would be objectionable.

6. Yes. See sub-section 3 of section 66 of the Drainage Act of 1894.

J. M.—1. Farmer's son duly assessed on resident roll as such, refuses to do two days statute labor. Can they be fined by a J. P., and if so, whose place is it to see it done, the pathmaster or the councillor?

2. Has the clerk a right to bring these pathmasters returns before the council to be examined, or is he sole manager of them himself?

3. Will it be a preventative to have defaulter fined for non-performance of statute labor if the

pathmasters do not take the proper declaration of office, but gets his schedule without it?

1. The pathmaster or officer appointed by the council for the purpose, is the proper person to require the performance of statute labor, and in case of wilful neglect or refusal to perform statute labor after 6 days notice, requiring him to do the same, the person so refusing or neglecting shall incur a penalty of \$5, to be recovered before a Justice of the Peace.

2. Sections 100 and 101 of the Assessment Act require returns to be made by pathmasters to the clerk, and certain specific duties are imposed upon the clerk in respect of these returns. While the council have the right to examine these returns, it has no right to interfere with the clerk in the discharge of specific duties imposed upon him by the act, and for neglect of which he is liable to prosecution and may be ordered to pay a sum not exceeding \$100. See section 225.

3. We do not think so, but to guard against any objections of that kind, the council, by resolution, may instruct the pathmasters or appoint some person to demand the performance of statute labor, and in default, have the person refusing, prosecuted under the act.

W. W.—This corporation passed a by-law granting a bonus of \$3,000 to aid the T. L. E. & P. R. R. Company. It is provided in said by-law that the company shall locate the station within three quarters of a mile from a certain spot indicated in said by-law. In order to get the station within the three quarters of a mile limit, can the company take an air line course across streams, and impassable hills, or must the distance be measured by the nearest possible travelled road?

The company can take an air line course unless there is some language in the by-law indicating a different intention.

G. P.—Referring to a question of O. B. in your August number just to hand, affecting a road on the townline between Balfour and Rayside, are you aware that in Algoma and Nipissing under the system of survey in vogue there, there are no regular allowances made for roads as in other parts of the province, but 5 per cent. of the land is usually reserved in the patent for road purposes, and it is likely that this is done in the case of your correspondent O. B.

Section 18 of chapter 185 R. S. O., provides that the provisions relating to townships and their officers of any Municipal Act from time to time in force shall apply to such municipalities (viz. Algoma etc.) except where inconsistent with the special provisions of the act under which the municipality was incorporated, or this Act, and we are not aware of any provision nor is there anything before us to show that section 536, 553, and 546 of the Consolidated Municipal Act do not apply to the case submitted by O. B. If five per cent. of O. B.'s land is reserved in the patent for road purposes, that would be a matter for consideration on the question of compensation alone.

A. R.—1. Are councilmen supposed to write out their motions, or is it the duty of clerk to do so?

2. Whose duty is it to fill in money orders on the treasurer at the council board, and who has the custody of the order book?

1. It is not the clerk's duty to write out motions for presentation at council meetings, this is usually done by the mover or seconder, but if they are unable to write, it would probably be the duty of the clerk or other member of the council to assist them.

2. The clerk should fill in all orders on the treasurer to be signed by himself and the reeve or mayor. The order book should be in the clerk's custody (see section 245, Municipal Act).

J. B. F.—According to R. S. O., chapter 214, there shall be levied annually in every municipality in Ontario upon the owner of each dog therein a tax of one dollar, and under S. S. 16, S. 489, Consolidated Municipal Act, 1892, the council of every town, etc., has power to pass by-laws imposing a tax on dogs.

1. Has a town council power, by by-law passed under said S. S. 16, to place an annual tax of more than one dollar on dogs?

In 1876, a county council in Ontario, passed a by-law under section 8, chapter 214, changing the application of the dog tax as therein, at that time allowed. Said section has since been amended taking this power from the county and giving it to the local municipalities.

2. Is said by-law of the county still valid, or did it cease to exist when said section 8 was amended as aforesaid?

A short time ago a municipality in said county passed a by-law, changing the application of the dog tax as now allowed under said section 8, but not before certain damage had been done to sheep by dogs of the said municipality, although at the time of the passing of said by-law, the owners of the injured sheep had not made application to said municipality for payment for the damage done, but the owners of the dogs had at the time been convicted.

3. Have the parties who secured convictions as above stated, in case sufficient distress cannot be found, a claim against the municipality under section 17, as now amended, R. S. O., notwithstanding the passing of said by-law by the municipality before being notified of the said claims?

4. In the case of the above mentioned convictions, if the constable cannot find sufficient distress to cover whole claims, can he distrain for part, there being no imprisonment in such cases?

1. Yes.

2. We are of the opinion that the county by-law ceased to be valid when section 8 was amended. The Legislature intended that the tax from that time should constitute a special fund, unless and until the local municipality saw fit to change its application.

3. Yes. The municipality cannot, by passing a by-law, deprive him of a claim which had, before its passage, become a vested right.

4. Yes.

M. E.—1. We are a village not divided into wards. The Public School Board demand the elections for trustees to be held in the same manner and times as the elections for municipal councillors. Our school limit consists of portions of two townships with the village proper. What voters' list should be used, and who supplies the same to the D. R. O.

2. Is the act regarding the same intended for municipalities not divided into wards?

3. A portion of a certain street has been watered for certain years on petition of and at the expense of petitioners. The Council seeing that the water could be supplied cheaper by investing in a water mill, and other appliances out of the general funds, erects windmills, and secures other appliances for that purpose; result, the water rate

was reduced and a surplus saved. The persons requiring the street watering claim that the street should be watered and no further claim for water rates made until the surplus earned be expended for street watering. Must the Council comply with the claim?

1 and 2. Sub-sec. 1 of sec. 93 of the Public Schools Act appears to make the provisions respecting elections in villages applicable to the case in hand. Under section 103 the board may require an election by ballot, which is to be held on the same day as the election for councillors. The statute is not clear as to whose duty it is to supply the lists. Sub-section 5 of section 103 refers to the list of qualified voters, required by section 102, to be delivered to the returning officer by the clerk of the municipality, but in reference to sub-section 5 of section 102 we find that the clerk is to deliver the voters' list of the municipality to the board, and by sub-section 6 the board is required to provide each polling place with the list. Sub-section 5 of section 102 does not appear to make it the duty of the clerk to procure a list from the other municipalities in the section, but we believe the practice is that the clerks, in cases of this kind, do procure them and furnish them for the purpose of the election. If a clerk should refuse to do so, the board could procure them itself upon application.

3. No.

### The City of Montreal.

#### INTERESTING CIVIC FIGURES—WHAT IT COSTS TO ENTERTAIN VISITORS.

The annual reports of the city treasurer and city comptroller for the last civic year have just been distributed to the aldermen in printed form. The city entertained the usual amount of visitors at civic receptions during the year as the following figures will show: Reception to the Governor-General, \$1,294; Mechanical Engineers, \$498; Officers of Her Majesty's Fleet, \$210; Michigan Press Association, \$417; American Public Health Association, \$500; Fire Engineers, \$67; British Warships, \$564; French Warships, \$550.

The maintenance of prisoners cost the city \$8,018; maintenance of orphans, \$11,387; maintenance of insane, \$11,291; maintenance of gaol guard, \$9,000.

The net assessed value of property in the city is \$135,268,765, and the exemptions \$35,188,550. The revenue of the city of Montreal has risen from \$1,495,640 in 1880 to \$2,743,335 in 1894.

The expenditure on expropriation account during the year was \$2,177,027.10, the summary of details being as follows: Deposits in court, \$2,053,147.10; commissioners, \$18,331; witnesses, \$37,796.60; lawyers, \$551,661.69; stenographers, \$6,612.20; experts, \$120; advertising, \$1,813.60; auctioneers, \$1,672.11; miscellaneous, \$1,872.80.

If fame is to come only after death, I am in a hurry for it.—Martial.



### Why Municipal Reform is a Failure.

(Charles E. Burton in American Magazine of Civics).

The question of whether municipal reform is a failure is unfortunately no longer a debatable question. There was a time when any abuses or corruption that might happen to light in some particular city seemed to be a shock to the community; seemed to bring to bear, in some degree, a force of public opinion that carried with it at least a hope of victory over those who were, in effect, engaged in piracy upon the community's treasure. That conditions have changed in this respect, more especially during the last decade, cannot be denied. Nor is there any ignorance abroad upon the subject of corruption in city government. I have heard it said that the government of large cities is always a "boodle" government. All that has been proved by the Lexow investigations has been known for years. These investigations brought nothing new to the New York public; they only brought out specific instances of corruption and succeeded in adducing legal proof of the same.

How, then, shall we account for this curious condition of affairs? How account for the undoubted fact that a city, whose inhabitants are numbered by millions, quietly and consciously submits to having its public treasury looted by a little band who constitute but a small fraction of one per cent. of the community? The substance of these questions being put to various persons of intelligence with whom the writer has chanced to converse upon the subject brought out such a curious diversity of views as to the causes and proposed remedies that I am prone to give a few of them in brief, as they seem to epitomize the opinions of what are known in a general way as the "better classes."

1. "The foreign voter." Remedy: anti-immigration laws.
2. "Ignorant voters." Remedy: compulsory education.
3. "Decline in public morality." Deploable, but no definite remedy proposed.
4. "Drink evil," with its concomitant corruption. Remedy: prohibition.
5. "Socialistic teachings." Remedy: individualism.
6. "Individualism." Remedy: socialism.

These various expressions of opinion give us glimpses of the field that require much thought and discussion; but it can easily be shown that not one of them, or all of them, account for the widespread and seemingly mysterious indifference of a majority of the voters in large cities in regard to waste or robbery of the public funds.

The first reason, except for its wide and thoughtless acceptance, seems hardly worthy of consideration. Are we Indians? Was not our nation with all its cities created by immigrants and their descendants? Why, then, is it so suddenly

alarming that our kith and kin are still coming to join us? The second reason is scarcely entitled to more consideration, for the proportion of ignorant voters is annually decreasing under the influence of our common school system and widespread current literature. In regard to the decline in public morality, in spite of all the corruption in public places there are abundant reasons for thinking that the public conscience was never more sensitive and awake than at present. The very widespread manifestations of a disposition to recognize the universal brotherhood of man; the extension of missionary systems; the recognition, among both religionists and non-religionists, of the element of justice in the treatment of social questions—these and many other facts indicate that the eternal verities of religion have a stronger hold upon the public conscience than ever before.

In regard to the evil of drink, while it is less general than formerly, the very fact that it has become a more potent factor in politics is only concomitant to the very condition we are discussing—the condition of indifference to the welfare of the public funds. Of socialism and individualism it may be said that while the latter has always been counted as a bulwark of strength in a free community, it finds less scope now than formerly, and the former is not yet sufficiently prevalent to produce an appreciable effect upon the body politic in metropolitan government.

Standing on the ocean beach one sees the perpetual roll of waves toward the shore and wonders how there can be danger for the bathers, but the student of science knows that underneath the surface there is a silent current known as the "under-tow" which sometimes overcomes, and drags under, the most strong-limbed of bathers. The student of sociology knows that underneath all the talk about the rule of the majority, there is a dangerous undercurrent of indifference in regard to what shall become of the public funds; a feeling among the majority of the voters that the public funds are not their funds. In brief, this may be expressed as an alienation from the common wealth, a feeling among the employed, non-property owning classes that they have no part, and can have no part, in the common wealth of the community. It is this alienation from the commonwealth that constitutes the dangerous political undertow, for preach purity in politics as we may, so long as a majority of the voters believe that a robbery of the public funds is in no sense a robbery of their funds, just so long will they decline to sacrifice time or means to check such robbery.

In this matter the public have instinctively recognized a great principle that is being more slowly reached by logic and reason. It is undeniably true that the final effects of either good or bad government is measured in its financial results by land values. Municipal reform never raises wages; municipal corruption never

lowers wages. If the whole government of New York, for instance, could be made pure and free from all jobbery, or even if some philanthropic millionaire should come forward and defray the city's expenses so that no taxes at all would be required, what would be the result? The wage-workers, the professional and business classes, and all who do not own land would be no better off than now; for while the city would have greater advantages as a place in which to live and do business, the owners of the land would charge for that increased advantage. The increase of rent would fully balance the decrease of taxes, and in the end no one would be benefitted but the owners of land. So entirely does this principle hold sway that great public bequests always fail of their object, all of their material benefits, at least, going finally to the owners of land.

In a small American city, some years ago, a wealthy lady gave several hundred thousand dollars to establish a free public library and city water supply. Of course it made the city a better place to live in, and of course the owners of the land charged people a higher price for living there. In another town in the same state a millionaire presented the town with public buildings and library, all sufficiently endowed to renew, insure, janitor, light, heat, and attend them forever. It was probably intended as a benefit to the public, but building sites in that vicinity went up with a bound and the whole financial benefits of the bequest went to the owners of land. The wage-worker found his rents increased whether he had any time to spend in the new library or not.

It is this instinctive recognition of the fact that all public benefits go eventually to the owners of the land that causes the increasing indifference to municipal reform among so large a number of voters, and the percentage of people who do not own land is steadily increasing.

To remedy this evil, then, it is evident that some new social adjustment must be brought about by which every voter shall be made to feel that the public interests are his interests. This can only be accomplished by means of the single tax, which would appropriate for public uses the ground rents.

With this quickened interest in public affairs, when every voter would feel the stimulus of self interest, there would soon be a purification that would make civil reform a reality, and its reflex influence would greatly improve both public and private morals.

As all business and industry would be relieved of taxes, they would prosper without hindrance and nothing would suffer but the "vacant lot industry." After all, justice is the only safe public policy. As land values are created entirely by the public, it is simple justice to tax such values to pay the public expenses,

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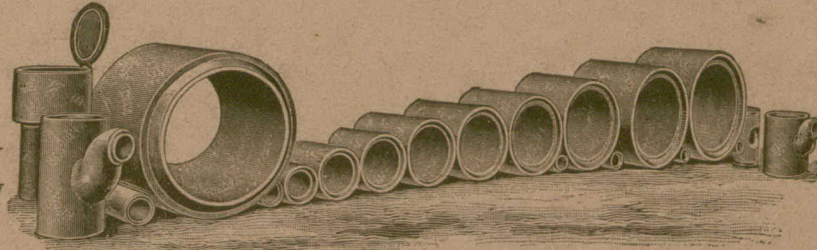
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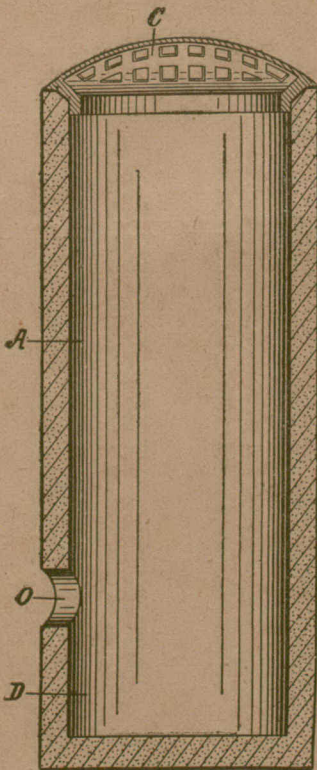
Extract from report of T. V. Hutchinson, Esq., Medical Health Officer, to the London Board of Health, on the North Catch Basin and Sewer Trap.

"I have made a careful examination of NORTH'S Catch Basin and Sewer Trap. It is made of Concrete, which becomes harder the longer it is in use. It has an automatic valve of iron, which is closed at all times to prevent the escape of sewer gas, except when water is flowing into the sewer. Three of these sewer traps have been in use in the city for some months, and so far no fault can be found with them. Of the sewer traps tried in this city, NORTH'S is the better one; it is less apt to get clogged or out of order; it is made of Concrete, which does not corrode, but on the contrary becomes harder with age. The valve can at any time be lifted out, without disturbing the basin, or a new valve placed in, by merely lifting the top off. Taking everything into consideration, I believe NORTH'S are the best, and besides being cheaper, will stand the test of time better than those made of iron."

The Board of Health, by resolution, unanimously recommended the City Council to adopt the NORTH Trap, for the City of London, for the reason, that it was cheaper than any other apparatus of a similar nature, and it was much more efficient.

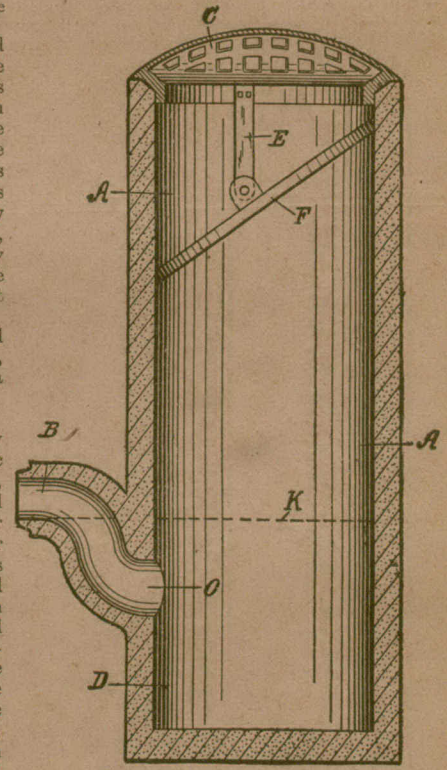
The manufacturer begs to call the attention of Sanitary Engineers, Health Inspectors, Boards of Health, and the public generally, to this Improved Concrete Stone Gully, or Catch Basin, which will obviate and completely prevent the escape of this foul air or gas at this point, as it will be impossible for said foul air or gas to escape through the water trap, as set forth in the patent for this invention. This trap is inclined towards the pocket, and is cleansed by the agitation of the falling water, which agitates and carries into the pocket any sand, stones or other refuse which may temporarily lodge thereon. If the pocket should become filled with heavy refuse, by removing the grate, said pocket can be readily cleaned. It is claimed for these Improved Concrete Stone Gullies, or Catch Basins, that they are superior to iron, because they will not corrode; that they are superior to wood, because they will not rot; that they are superior to bricks and mortar, because they will not be affected by frost and water passing through them. But, on the other hand, the action of the water will tend to petrify and harden these Improved Concrete Stone Gullies, or Catch Basins, and thereby improve them, and this petrification going on for a number of years makes these Catch Basins as hard as stone. In regard to Style No. 2, the standard size is 7 ft. 6 in. long. This gives 5 ft. 10 in. above the water line. If the drain did not admit of this depth, then the automatic valve would assist in preventing the water in the trap from freezing.

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Description of No. 2.

A—Is a Concrete Stone Catch Basin. B—Is a Water Trap, to prevent the escape of foul air or gas from the sewer. C—Is an Iron Grate, which prevents bulky matter from getting into the Catch Basin. A. D—Is a Pocket, in which is collected all sand, gravel, or other heavy refuse, which passes through the grate, C. F—Is an Automatic Valve. K—Water Line. O—Is an opening in Catch Basin, communicating with sewer or drain. Standard size. Length 7 ft. 6 ins. Diameter 14 1/2 ins.

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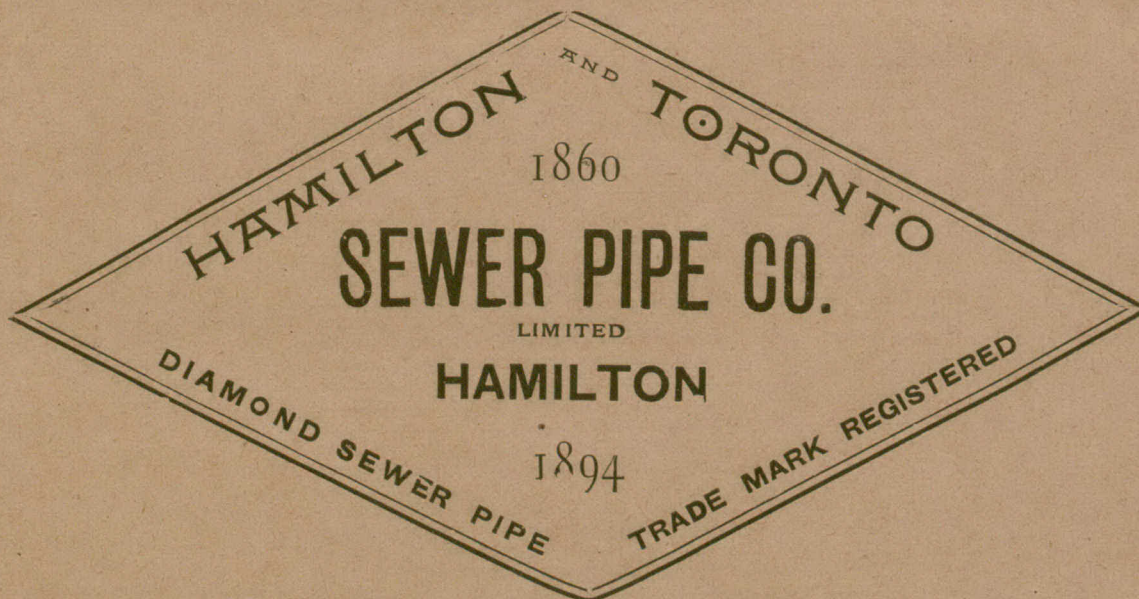
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**WM. HASKINS.**