

Council neglecting to repair a toll road after the notice provided in the Act within the time specified in it, forfeits all right to collect toll at the two gates nearest on either side to the unrepai red place : and for every three months after the first during which the repair is not made, they forfeit the tolls at two more gates, one on either side of those previously lost. When the Directors of the Co. or the Council pretend that the repairs have been sufficiently made though the Engineer refuses acceptance, or that the original report of the Engineer concerning the road was wrong, the matter is referred to arbitration. The Directors or Council appoint one and call upon the requisitionists to appoint another, and the two appoint a third, or failing to do so for six days, the judge appoints him. Neither the Engineer nor any member of Council or the Co. can serve. Within 6 days the arbitrators examine and report upon the road ordering such repairs as they find necessary, and may authorise the Council or the Co. to levy tolls during the reasonable time granted for such repairs. Their award in duplicate is to be filed in the first division court and served on the Council or Co. Should the repairs made prove satisfactory, they grant a certificate, or if not, order their completion, granting, or prohibiting tolls. A fee of \$4 per day is allowed to arbitrators. The Act 23 Vic., cap. 54, sec. 2, is amended, by striking out the words "to his satisfaction." The Directors of a Co. or Municipal Council are allowed to acquire or appropriate gravel beds, or carry away stone or gravel within a township through which the road passes. Payment to be settled under the U. C. Con. Stat., cap. 49. The interest of any Co. in a road may be sold by execution although the six months' delay shall have expired before such sale, and on repayment to the municipality the moneys expended on such road after the expiry of the 6 months, and registering their certificate to that effect, the purchaser becomes the proprietor of the road with a right to levy tolls.

#### MUTUAL INSURANCE COMPANIES.

Cap. 32—Amends the Mutual Insurance Co's. Act. It authorizes such Co's. to elect a Vice-President to act in the absence of the President. Acts heretofore done by V.-P's. are declared valid. In an action on a Premium note the certificate of the Secretary of the assessment made and amount due on the note in consequence is *prima facie* evidence. The cash premium forms no part of an annual assessment. The Directors may re-insure risks. Persons paying cash premiums once a year for insurance are liable to no other assessment and are not members of the Co. unless specially made so by by-law. The Co. may form a reserve fund out of moneys in hand after payment of losses and expenses, or may specially assess for that purpose, devoting it to pay off guarantee stock or other liabilities, meantime investing in Dominion securities. Debentures, notes, bills, &c., for not more than one year may be renewed, but the original debt must be paid off within two years, under cap. 52, sec. 60 of U. C. Con. Stat. All parties assessed must be notified by post. Each Co. must furnish each year to the Assembly and Lt.-Governor a statement of the cash in hand, value of real estate, of bonds and mortgages, public debt or other stock, amount unassessed of premium notes, amount assessed but unpaid, risks outstanding, losses unpaid, amount due on securities given.

#### BUTTER AND CHEESE MANUFACTORIES.

Cap. 33—Is "An Act to protect Butter and Cheese Manufacturers." It punishes any one furnishing impure, tainted, skimmed, diluted or adulterated milk, or keeping back strippings after contracting to supply to a factory, with a fine of from \$1 to \$50, to be levied on complaint before two J. P., one half to go to the person complaining and one half to the municipality. In default, the offender may be imprisoned for not more than 20 days. Damages may also be recovered. No J. P. interested in a butter or cheese factory may hear the complaint. Any cheese or butter manufacturer taking milk of his customers for his private use is liable to the same punishment. Appeal is given under U. C. Con. Stat., cap. 114.

#### TRACTION ENGINES ON HIGH ROADS.

Cap. 34—Authorizes the use of traction engines upon the high roads for the conveyance of freight and passengers. They are not to exceed 20 tons weight; speed not to be more than 6, nor in cities, &c., more than 3 miles per hour. The person using it must strengthen the bridges and culverts at his own expense, but such expense is to be divided with the other owners of engines used there. The width of driving wheels is to be 12 inches, of the trucks or waggons drawn 4 inches for the 1st 2 tons load, and half an inch more for each further ton. They are to be stopped and assistance to pass given to persons or vehicles. If run after dark to carry a red light in front and green in rear. Running through a city, &c., a messenger is sent 15 to 30 yards in advance carrying a red flag by day and a red lantern at night. Any city or town may procure an order from a judge to stop such engines running through certain streets, but not so as to bar them from passing through altogether. In the case of toll roads, the party using the engine shall give notice before doing so to the owners of such road, who shall thereupon strengthen the bridges and culverts, or if they fail, then the engine owners may do so, and deduct the expense out of the tolls subsequently incurred. The owners of the road may levy a special rate of toll on each engine, truck, or wagon, and if the engine owners consider it unfair the rates are to be settled by arbitration. Cap. 49, U. C. Con. Stat. is made applicable to Co's. formed to use traction engines. Any one contravening the Act is liable to a penalty of \$5 to \$25, recoverable before a J. P. and imprisonment in default, besides damages. Fines are to be paid to the Chamberlain or Treasurer of the Municipality. An appeal lies from summary conviction under it.

#### MUSKOKA.

Cap. 35—Provides for the territorial organization of Muskoka. The L. G. in C. may, by proclamation, erect the townships of Morrison, Muskoka, Monck, Watt, Cardwell and Humphrey, and the unorganized tract lying between the southern boundary of Humphrey and the river Severn, and bounded on the west by the western boundary of Humphrey produced to the river Severn, (to be for the purposes of this Act detached from Simcoe) and the townships of Ryde, Draper, Macaulay, Stephenson, Brunel, McLean and Oakley, (to be detached from Victoria), and the temporary judicial district of Nipissing into such district. He may appoint a stipendiary magistrate to reside at such place as he may direct in such district, with a salary of \$1000, besides fees of J. P. and clerk. Sections 5 and 7 to 88 inclusive, of cap. 128, U. C. Con. Stat. and the schedules are made applicable to this district. The L. G. in C. may appoint persons to be J. P. there without property qualification, or stated residence there. Appeals lie from their decisions to the quarter sessions for Simcoe. A Registrar for the district may also be appointed, and the Registrars of Nipissing, Simcoe and Victoria transfer to him books and papers referring to lands within the new district. The Superior Courts in Toronto may appoint commissioners for taking affidavits, recognizances and bail. For all municipal purposes, for the administration of justice, except as herein provided, and for representation in the Assembly these townships, &c., remain as they were. But the Lt.-Governor may detach other townships or territory from Nipissing and attach it to Muskoka, and declare the latter a provisional judicial district under U. C. Con. Stat., cap. 128, sec. 92.