

Roads' Act of 1912, by empowering the Provincial Treasurer to pay the expenses incurred by the Minister of Roads; chapter 5 provides for the building of a bridge to complete the Montreal-Quebec road; chapter 28 amends the statutes respecting colonization roads by requiring municipalities to regard roads and bridges built by the Government as colonization roads and to maintain such in the same manner as other roads. In Ontario, chapter 20 amends the Highways Improvement Act particularly by providing for the constitution of a permanent fund for highway improvement, and, in addition to the existing revenue for this purpose, for the setting aside for five years the sum of \$3,000,000 per annum; authority is conferred upon the Ontario Railway and Municipal Board to determine disputes over highways crossing or forming municipal boundary lines; a town or village is enabled to enter into an agreement with a county for the improvement of streets which form links in the county system; chapter 21 provides for the removal of obstructions from public highways and adjacent land; chapter 22 amends the Ontario Highways Act by authorizing the council of any township to appoint a road overseer, 40 per cent of whose salary is to be paid by the province for six years; \$2,000,000 is set apart by the province for the purpose of making loans to townships for road improvements; chapter 23 amends the Provincial Highways Act by reducing the amount of contribution by cities to provincial suburban roads from 30 to 20 per cent, the amount of reduction being assumed by the province; chapter 25 amends the Colonization Roads Act by legalizing the transference of the administration of these roads from the Department of Public Works to the Department of Lands and Forests. In British Columbia, chapter 32 amends the Highways Act respecting rights of way of travellers over public highways; it also classifies highways as "primary", "secondary" and "local" and provides that the construction and maintenance of the first class are to be borne, 75 per cent by the Department and 25 per cent by the municipal corporation; of the second 40 per cent by the Department and 60 per cent by the corporation and of the third, entirely by the corporation; the Department is empowered to require proper maintenance of secondary highways; the act also empowers the province to enter into agreement with the Dominion respecting subsidies to highway improvement.

Prohibition and Temperance.—In Ontario, chapter 80 forbids transportation of liquor by unauthorized persons for sale or consumption in Ontario. In Manitoba chapter 135 amends the Manitoba Temperance Act by empowering the province to appoint vendors to sell in accordance with the Act such liquors as are required for manufacturing, medicinal, mechanical, scientific and sacramental purposes; the purchaser from the vendor is to send a record of the purchases to the inspector every month; no person is allowed to keep liquor elsewhere than in his private residence; limitations are also set to quantity which a physician may prescribe. In Alberta, chapter 7 amends the Liquor Export Act by forbidding the export of liquor from the province. In British Columbia, chapter 72 amends the