

## REPORTER NOW CITY MANAGER AT ONE DOLLAR PER ANNUM

**M**AYOR ARCHIBALD JOHNSTON and the city council of Bethlehem, Pennsylvania, have selected Winton L. Miller, of St. Augustine, Fla., to be city manager and the city solicitor has been instructed to prepare the necessary ordinance creating the office of city manager, defining his powers and duties, etc. It is understood that the salary of the city manager will be one dollar per annum, payable out of the funds of the city! The remainder of the city manager's salary, said to be \$10,000, will be paid through the liberality of the mayor and members of council, as they have voluntarily established a fund sufficient to pay same.

For ten years Mr. Miller was city hall reporter on a Dayton, O., newspaper, and then on the staff of the Dayton Bureau of Municipal Research. He was appointed executive secretary to the city manager of Dayton and on August 1st, 1915, he was appointed city manager of St. Augustine. Under the provisions of that city's charter he acted as director of safety and public works. The entire administrative branch of the government under the charter of St. Augustine was under the direction of the manager. The proof that Mr. Miller's administration was a successful one is the fact that the commission manager form of government was adopted by a bare majority of 18 votes in 1915, while in November, 1916 (after Mr. Miller had been in office for one year), the electors of that city voted to retain the managerial form of government by a majority of more than two to one, and since that time the two commissioners elected annually have been re-elected without opposition.

Mr. Miller had charge of the entire reorganization of the fire department of the city of St. Augustine, and under his supervision the development and extension of the water system of that city was improved; also a new sewerage system was installed. Of course, Mr. Miller had the co-operation and services at all times of an able city engineer. Mr. Miller then accepted a position at Hog Island offered by the United States Government. Having completed the work assigned to him there, the mayor and city council of Bethlehem were able to persuade him to go to that city. The mayor of Bethlehem is a mechanical engineer, having graduated from Lehigh University in 1889. He is better known as the vice-president of the Bethlehem Steel Co. than as the mayor of Bethlehem, to which latter position he was elected last year without opposition.

## GOOD ROADS INCREASE VALUES\*

**I**N the state of Indiana, the average selling price of land has been increased about \$6.48 per acre by improved roads. The Indiana farmers estimate that improvement of all roads would increase average land values \$9 per acre. They estimate, also, the average annual loss due to poor roads at 76 cents per acre, which, capitalized at 6 per cent., represents a depreciation of \$12.67 per acre. Another enquiry, carried on by the Office of Road Inquiry at Washington, shows that the increase in land values due to good roads ranges from \$5 to \$20 per acre. Nothing can show better than these figures how valuable an asset good roads are.

\*From "Conservation," issued by the Commission of Conservation, Ottawa.

One of the first things the prospective purchaser of a farm wants to know about a district is the distance from the railway station and the character of the road from the station to the farm. Some branches of agriculture are much more dependent upon good highways than others. The man who is engaged exclusively in the raising of cattle which can be driven for long distances to a shipping station, is, in a measure, independent of the condition of the roads. The grower of corn and any other crops which can be stored for a time without deterioration, can manage to get along, even though the road to his shipping point be impassable at times.

He is greatly hampered, however, by the necessity of doing his hauling in good weather regardless of market conditions and of whether or not his farm operations are seriously retarded by the absence of himself and his team. For the dairy farmer, the fruit and vegetable grower, and for the producer of perishable commodities of all kinds, ability to get his products to market at all seasons of the year and in all kinds of weather is undoubtedly indispensable to success. For all kinds of general farming, therefore, a good country highway is essential to the most profitable operation of the farm and to any considerable development of agriculture at a distance from a market town or shipping station. Other advantages it confers are better school facilities for the children, better rural free delivery service, greater attractions for pleasure-seekers and touring clubs, better attendance at country churches and an improved social life on the farm and in the villages.

Primarily, the benefits of good country highways go to the farmer, but less directly they go to the merchants and manufacturers by giving them wider markets for their goods and by decreasing the cost of distribution. In road improvement lies one of the greatest opportunities for general advancement, and farmers' associations, good roads committees, automobile associations and others can do much to further this work.

The International Joint Commission will meet in Montreal on Monday next, for consideration of an application of the New York and Ontario Power Co. for approval of its plans to reconstruct its dam and water-power properties at Waddington, on the St. Lawrence River. Opposition has been filed to the company's application by the Canadian Government and the Dominion Marine Association.

Serious protests have been made to the Board of Control regarding the Morley Avenue sewage disposal plant in Toronto. It has been alleged by residents of the east end of Toronto that they have to stay indoors during the warm weather on account of the odor. The Board of Control has instructed Dr. Hastings, the officer of public health, and R. C. Harris, the works commissioner, to submit a report on the plant.

Sir William Gage, of Toronto, has suggested the opening of a new street from Front to Queen Streets, Toronto. He would locate the street midway between York and Bay Streets and parallel to those streets. He suggests that the people of the city might contribute \$1,000,000 toward the cost if the street be considered a monument to the Canadian soldiers. The suggestion has been forwarded by the Board of Control to the city officials for report.

On the recommendation of Works Commissioner Harris, the Board of Control of the city of Toronto this week authorized the payment to the John ver Mehr Engineering Company of half of the \$209,000 drawback on account of the new filtration plant constructed by the company. "The plant has been completed and accepted as satisfactory," stated Mr. Harris. "It has been in operation since March, 1918. The city's total obligation in connection with the plant was \$1,077,000."