

### Roadmaking at Toronto Fair.

One of the attractive features of the Toronto Fair was the roadmaking exhibit. Each day rock-crushers and steam rollers were in operation, but on Wednesday, farmers' day, according to announcement, actual roadmaking was undertaken on a strip of ground along the lake front. The grading was done by four different makes of graders, two being operated by horse-power and two by traction engines. This was rolled by a fifteen-ton steam roller. Macadam was prepared by the stone-crushers and placed on the roadway with dump-wagons, and the whole firmly rolled, leaving the surface perfectly crowned, hard and smooth. Hundreds watched the process and a great deal of interest was manifested. The Hon. John Dryden, Minister of Agriculture; Mayor Shaw, Ald. Saunders and members of Board of Public Works, Toronto; Engineer Rust and Street Commissioner Jones, Toronto; the Commissioners of the Montreal Turnpike Trust and Superintendent Quinn; the Mayor and a large number of the City Council of Guelph; members of the councils of St. Catharines, Hamilton, Brantford, Berlin and Belleville, together with about sixty deputations from town and township municipalities witnessed the work, which was done under the supervision of A. W. Campbell, Provincial Road Instructor.

### Taxation of Official Salaries.

One thing for which the municipalities will push is the taxation of officials' salaries, irrespective of how or by what government they are employed. Why should the income of any man be exempt from taxation and not another? What has the nature of the service and the source of the income to do with the case? If Dominion officials paid an income tax elsewhere than where they resided there would be some sense in their demand for exemption, but the salaries are free from municipal assessment everywhere, while they have all the advantages of municipal government, fire and police protection, for which other people pay. Every scheme and every step which aims at evening up the taxes should be helped along. It may be argued that with the changes suggested the end desired may not be reached, but they are in the right direction.—*Kingston Whig.*

The average bicycle girl toils not, but you ought to see her spin.

The town of Smith's Falls only pays \$1600 for twenty-three lights and there is an all night service. In Carleton Place the town council offered \$1,100 for sixteen lights, and they are not to have lights on moonlights. There will be lots of kicking in C. P. when the moon happens to be hidden by clouds for two or three consecutive nights. No lights moonlight nights won't work.—*Expositor.*

### Municipal Tax-Exemption Convention.

About fifty delegates from the municipal councils of the Province attended the convention held in Toronto on the 9th of September to discuss the question of tax exemptions. Mayor Shaw, of Toronto, presided pro tem, and among those present were the following: Mayor Hewar, Ald. McLean, Howard and Walker, Guelph; Mayor Radford and Reeve McGivern, Galt; Ald. Findlay, McAndrew, Emory, Hannafoord, Hamilton; Mayor Skinner and Ald. McKelvey, Kingston; Mayor Elliott, Ald. Duncan, Brantford; Mayor Johnston, Ald. Doyle, Belleville; Councillor Proctor, Beaverton; F. Marx, Chatham; Sidney Smith, Clifford; John S. McCulloch, East Toronto; Ald. Parnell, London; Mayor Smyth, Councillor South-eran, Lindsay; Mayor Davis and Reeve Lawson, North Toronto; Mayor Thomson, Owen Sound; J. W. Quinlan, Port Hope; Wm. Jelland and H. Best, Peterborough; Reeve Taylor, Port Stanley; Reeve Robinson and L. Scranton, Streetsville; M. J. Keating and D. Robertson, St. Catharines; Mayor Barnes, Smith's Falls; Mayor F. W. Wright, St. Thomas; Mayor Shaw, Ald. Scott, Leslie and Carlyle, Toronto; Councillor Laughton, Toronto Junction; Reeve Richardson, Vespera; Mayor Reid and Councillor K. Kerr, Walkerville; Charles Chubb and W. S. Woolison, Wallaceburg; Reeve Hill, W. S. Clarke and F. C. Miller, York Township.

The Mayor, in his opening address, welcomed the delegates to the city, and stated: "No question had occupied the attention of the public of Toronto more earnestly than the question of municipal taxation and the exemptions from taxation, which in this city amount to a very large sum, making the burden of those taxed much heavier than it ought properly to be. We have in Toronto three or four kinds of taxation—taxation according to value, a foot frontage taxation for improvements in front of citizens' property, and something in the way of a poll-tax for water takers. Upon what sound principle of economics the exemption from municipal taxation of property which receives the benefit of police protection, fire protection, the cleaning of streets and lanes, and such other services as are absolutely necessary for the health, comfort and convenience of the citizens rests, it is impossible to conceive. It will be found upon investigation that it is based upon political exigencies and supported by a theory."

Alderman Scott, of Toronto, was then appointed chairman and Alderman Leslie secretary.

Resolutions to request the Ontario Government to take away from municipalities the power of exempting manufacturing industries, and to submit a plebiscite at the next general elections to ascertain if the people are in favor of taxing all property and exempting nothing, were carried.

A resolution was also passed disapproving of the valuation of vacant lands in cities and towns as farm lands for assessment purposes. A number of other questions were discussed, but no definite decision was arrived at. It was decided that the convention should hereafter meet annually in Toronto during the second week of the session of the Legislature.

The following officers were elected: Alderman Scott, Toronto, president; Mayor Thomson, Owen Sound, vice-president; Alderman Leslie, Toronto, secretary, and the mayors of Hamilton, Chatham, Kingston, Belleville, and Aldermen Parnell, of London, are the executive committee.

### Wide-Tire Laws.

*Ottawa Journal:* The Municipal Assembly, of St. Louis, has recently adopted an excellent sample of wide-tire by-laws.

The ordinance requires that a vehicle having an axle two inches thick shall have tires two and three-fourth inches wide, and a vehicle having an axle three inches thick shall have tires at least five inches wide. Every size of axle is to have tires of proportionate width, all duly regulated by this ordinance.

The ordinance further provides for the appointment of four inspectors of vehicles, each at a salary of nine hundred dollars a year, to aid the license commission in the collection of the vehicle license and in the enforcement of this ordinance.

Anyone who has noted the effect in Ottawa of the broad tires which a great number of wagons have adopted during the past two years, must realize the remarkable value of such tires preserving and indeed making good roadways. The wide-tire by-law which Ottawa passed last year, at present suspended, was in principle one of the best pieces of legislation the city council ever tried. In detail, the St. Louis idea may possibly be better. But whatever the details, the ratepayers, if they wish to consult the interests of their own pockets in a diminished expenditure on the streets, should insist that when the wide tire law is brought again into force, as it should be next spring, must be unfalteringly maintained.

On her way to Balmoral from the south the Queen passed near the country seat of a rich commoner. This gentleman had grand vineries, and he instructed his gardener—a typical specimen of the thrifty Scot—to pick a large basketful of the finest grapes to be sent to Her Majesty.

Amid many grumbings anent the giving away of "my grapes," he complied.

Shortly afterwards a letter was received from the Queen thanking the donor in graceful terms for such fine grapes.

Thinking this would mollify his gardener, the gentleman read him the missive. The old Scot heard it through in silence, and then remarked anxiously:

"She doesn't say anything about sending back the basket."—*London Answers.*