

The Municipal World

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

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Box 1321, St. Thomas, Ont.

ST. THOMAS, ONTARIO, SEPTEMBER 2, 1907.

Berlin town council has passed a by-law to compel restaurants to close at two in the morning.

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The electors of the Village of Bradford recently voted in favor of an expenditure of \$7,000 in cement sidewalks. It was practically a unanimous vote, 58 for and 5 against.

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A by-law to instal a new pump was recently carried by the electors of the Town of Amherstburg by practically a unanimous vote. There were only 13 against the measure. The by-law authorizes the council to spend \$2,500 on purchasing a new pump and otherwise improving the water system.

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The Town of Berlin, having experienced considerable difficulty in disposing of several large blocks of debentures, issued under by-laws fixing the rate of interest at 4½%, to facilitate their sale purposes making application to the Lieutenant-Governor-in-Council for leave to increase the rate of interest to 5%.

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The council of the Town of Newmarket has obtained from the Ontario Railway and Municipal Board an order approving of by-law No. 319, to raise by way of loan the sum of \$2,500 for the purchase of meters and certain necessary extensions and improvements to be made to the electric lighting system of that town.

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At a recent meeting, the council of the township of Augusta, passed a resolution endorsing a recommendation made to the government by a farmers' convention held in Ottawa on the 12th June last, asking that farm buildings be exempt from taxation, and that the assessment of farm property be done in the month of June instead of the winter as at present.

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The county council of Huntingdonshire, England, has been considering the question of automobile licenses and road improvement, and is asking for legislation so that the sums chargeable for licenses will be on a graduated scale proportional to the nominal horse-power of the vehicles, the total amount received to be paid to a central account, and subsequently to be distributed in an equitable manner among the authorities throughout the United Kingdom charged with the maintenance of highways.

Apropos of the prevailing stringency in the money market an exchange says:—Owen Sound is not the only town that has been caught short of cash. A number of municipalities have been unable to go ahead with local improvements because they could not procure the money. Mr. A. B. INGRAM, of the Ontario Railway and Municipal Board, states that one city had come under their notice that had arranged to do a certain amount of paving, for which they expected to borrow the money. But though they offered as high as five per cent. the money was not to be had.

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At a recent meeting of the council of the Township of Whitchurch the clerk was instructed by resolution to notify the secretary of the Ontario Municipal Association that the council is of the opinion that The Act Respecting Noxious Weeds on Highways as at present in force should be amended by the Legislature by granting to township councils in township municipalities where statute labor is performed, power to instruct their pathmasters to destroy by statute labor all noxious weeds on said highways in their respective road divisions. And also that it is the opinion of the council that the Ontario Municipal Association should use its influence in favor of legislation requiring wide tires to be used on wagons employed in heavy teaming on the highways.

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Fifty years ago there was some excuse for bad roads, for our country was poor. Now it is rich there is no excuse. A good road is always to be desired, and is a source of comfort and convenience to every traveler. Good roads attract population, as well as good schools and churches. Good roads improve the value of property, so that it is said a farm lying five miles from market connected by a bad road is of less value than an equally good farm connected by a good road. A larger load can be easier drawn by one horse over a good road than by two over a bad one. Good roads encourage the greater exchange of products and commodities between one section and another. Good roads are of great value to railroads as feeders.

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In his annual report for 1906 The Provincial Municipal Auditor has the following to say: "There have been some important drainage audits which I have no doubt will do the municipalities much good. In four townships the examination and proper arrangement of the drainage accounts have formed the principal feature in the audits, and were very much appreciated by the ratepayers. If it were possible to have similar examinations in other townships, it would be a good thing, as I am satisfied from what I know there are very few townships having drainage accounts which are kept as they should be. This is a very weak spot in the municipal accounting, this same question of drainage accounts, and is sure to lead to trouble if not better attended to. I am alluding to the state of the drainage accounts throughout the whole Province. In this connection it must also be noted that treasurers and municipal officers generally should be treated with more consideration as regards the remuneration they receive. There is little encouragement for an official to do his duty, when he receives the pittance often doled out to him, say \$30 to \$50, and often less. I have made the remark before that no treasurer should receive less than \$100 per annum where the annual income of the municipality exceeds \$2,000. Of course there are a few townships in the new districts where the income will not pass \$1,500, but they are getting fewer every year, and will soon cease to be, in the gradual improvement of the country."