

The Municipal World

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In the interests of every department of the Municipal Institutions of Ontario.

K. W. MCKAY, EDITOR,

A. W. CAMPBELL, C. E. } Associate
J. M. GLENN, K. C., LL.B. } Editors

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Address all communications to

THE MUNICIPAL WORLD,
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ST. THOMAS, OCTOBER 1, 1901.

The Municipal World offices were last month moved to 334 Talbot street, St. Thomas, where 5000 square feet of floor space has been especially arranged to meet the growing requirements of this paper and its supply department. Offices of the telephone and telegraph companies, Canadian Pacific, American and Dominion express companies are conveniently situated in the same block, and as in former years, we will endeavor to send out all orders the day they are received. We will be pleased to have a call from municipal officers visiting St. Thomas.

Mr. Joseph Oakley, of Fort William, has succeeded Mr. Geo. King as clerk of the township of Neebing.

A by-law to prohibit the use of trading stamps has been passed by the council of the town of Peterborough.

Mr. R. R. Smith, who for thirty years was clerk of the township of Saltfleet, has been succeeded by Mr. J. M. Carpenter, ex-M. P.

Mr. D. Kirkwood, who was clerk of the township of Caledon for twenty-nine years, has been succeeded by Mr. J. L. Meek, of Alton.

Mr. George Rook has been appointed clerk, pro tem, of the town of Prescott, in succession to Mr. Ezra W. Lane, who recently lost his life in a drowning accident.

The electors of Stratford have passed a by-law to raise by the issue of debentures

the sum of \$20,000, \$14,000 of which is to be applied towards paying off the floating debt of the city and the balance in completing the seweragedisposal plant.

A by-law authorizing the issue of debentures to the amount of \$8,000 to pay the cost of the erection of two bridges, was recently submitted to and carried by the electors of the township of Woolwich by a majority of seventy-three votes.

The council of an Ontario township recently passed the following resolution: "That the clerk be instructed to carry out the provisions of section 215a Municipal Amendment Act, 1901, regarding vacancies in the council." A reference to section 12, of the Municipal Amendment Act, 1901, will show that the section thereby added to the Municipal Act, (215a) does not apply to TOWNSHIP municipalities, and therefore the council of a township has no legal authority to pass such a resolution as the above, or the clerk to act thereunder.

COMMUNICATIONS.

ST. CATHARINES, Sept. 23, 1901.

To the Municipal World:

SIRS:—Enclosed please find copy of by-law for commuting the statute labor of the township of Louth, in the county of Lincoln, of the Province of Ontario.

The old statute labor system was very popular for over 100 years, not only in Canada, but in nearly every state of the American Union. Its great popularity was in the fact that the roadmaking was in the hands of the people; that is the roads were made just as the people wanted them made.

The enclosed by-law is an adaptation of the old statute labor system to the new system of commuting the same. We have done away with the pathmasters, and in places have district overseers having very nearly the same duties. By this system all commuted statute labor must be expended in its own district. This is a principle that is very dear to each and every farmer. He wants his statute labor, or, when commuted, the money expended on the road nearest his farm. Although he has no objections to having the leading roads improved at the expense of the general fund. This by-law has been in operation this season and has given good satisfaction. All our roadmaking was done before July 1st. Our roads were never better scraped and shaped up than they were this year. We also found that having a Road and Bridge Committee resulted in a considerable saving of committee fees.

Respectfully,

JOSEPH CHELLEW,
Councillor of Louth.

BY-LAW NO. 426.

WHEREAS, the highways of the municipality of Louth have been maintained by statute labor, one-half of which has been performed thereon, the other half commuted or paid in cash and then expended on the roads supplemented by sufficient grants from the township levies to meet all the expenditures connected therewith.

And *whereas*, it is expedient to commute all of the statute labor, be it therefore enacted by the municipal council of the township of Louth and it is hereby enacted as follows:

Section 1.—Upon, from and after the passing of this by-law, all statute labor to which any person, resident or non-resident, may be liable in this municipality shall be commuted at the fixed rate of forty cents (40 cts.) for each day's labor, except for the villages of Jordan, Jordan Station and Vineland, in each of which each day's statute labor shall be commuted at the fixed rate of seventy-five cents (75 cts.) and the amount of each person's commutation tax shall be added in a separate column opposite such person's name in the collector's roll.

Section 2.—The subdivision of the public highways of the township into road divisions as at present, is hereby abolished, and in lieu thereof the township shall be divided for road purposes, into twenty road districts. (Here is inserted the several road divisions into which the township is divided).

Section 3.—Over each of these road districts there shall be appointed an overseer to be styled for the purposes of this by-law "Road Overseer," who shall hold office continuously during the pleasure of the council, and who shall have the control and management of the maintenance, repair and improvement of all public roads, streets, bridges and highways in his road district, including the township boundary line roads bordering the same, in so far as the commutation and other moneys belonging to or appropriated to his road district will enable him to do, subject always to such written instructions as he may from time to time receive from the road and bridge committee. The road overseers shall mutually agree to divide the roads between road districts so as to be just to both, subject to the approval of the road and bridge committee. In road districts numbered 21, 22 and 23 the road overseers shall also be sidewalk directors, and they may use the commuted statute labor of their road districts in the repair and maintenance of the streets and alleys in said road districts or in constructing and repairing the sidewalks therein.

Section 4.—Each road overseer shall keep an accurate record of the men and teams employed by him, the number of hours the road machine, including teams and operators, is operated in his road district, and the amount he expends for material, and he shall furnish to the reeve