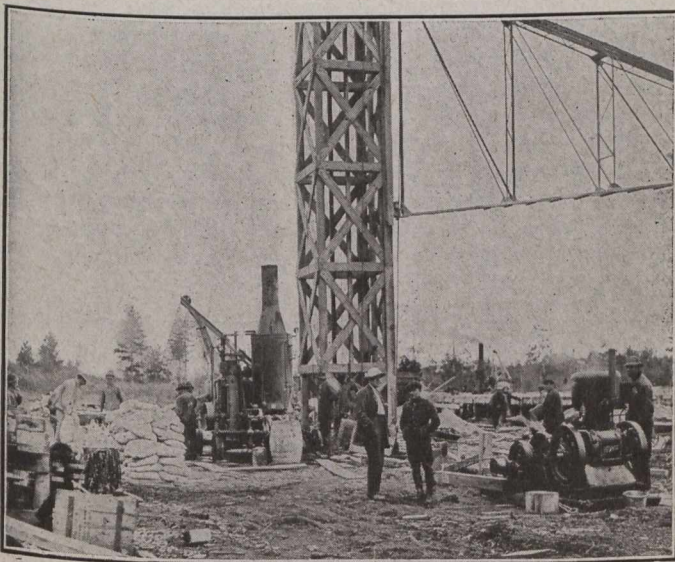


by Col. Lowe as consulting engineer in charge of design of all buildings. The construction was under the supervision of Lieut.-Col. A. P. Deroche, director of Works and Buildings of the Militia Department.

The Bank of Montreal, the railroads, the Y.M.C.A., the Canada Railway News & Restaurant Co., the Bell Telephone Co., the telegraph companies, and other institutions have erected buildings of various types for their own purposes. Telephone and telegraph lines were quickly strung into the camp. The union station is of wood, with metallic roofing, and has a large waiting-room, booking office, freight shed, lavatories, and all of the other conveniences that one would find in a city depot. Most of the platform is under cover. A water tank at one end of the platform supplies the engines, and is replenished from the camp system through a 4-inch pipe.

**Surveying.**—The camp is being placed on the map officially by the Royal Canadian Engineers who have been very busy making surveys. Parties have been out over the 20,000-acre area from sunrise to sunset, with transits,



Concrete Mixer and Distributing Tower at Work on Ordnance-stores Buildings.

levels, plane tables, sketching-boards and all other necessary apparatus. About twenty-five men have been engaged steadily in surveying roads, creeks, ponds, bush, etc., for the compilation of a map that can be used by the officers in manoeuvring the troops.

A plan of the camp site proper has been drawn to a scale of 200 ft. to the inch. Position of the water mains, sewers, wells, buildings, etc., are clearly shown. This map includes a complete record of all the sewer and waterworks connections. During the construction, stakes were left to mark the connections, and these have all been measured and a record made of all specials, depths of man-holes, distances between man-holes, etc.

Levels for the construction of the sewers were sometimes given during the night, as construction of sewers and waterworks was carried on both day and night. By the use of carbide, a powerful spot light was obtained and was placed in such position that the rays shone directly upon the staff. Even at a distance of 500 ft. it was quite easy to read the figures on the staff.

All drafting was done in the engineer's office, a 20-ft. x 30-ft. building which adjoins Col. Lowe's private office. This drawing office was completely furnished with the

most modern equipment. Much of the work was done in the evening, a pressure gasoline lamp giving good light.

**Lay-Out.**—There are 36 battalion areas, each having a frontage of 300 ft. on a 125-ft. roadway, and a depth of 700 ft. On one side of each area is a reserve road of 100 ft., and on the other side is a lane 30 ft. wide. The limits of each area are marked at the four corners with large stakes, upon which are fastened notice boards pointing both ways at 90° and bearing the number of each particular unit.

One of the accompanying illustrations shows the detail, approximately drawn to scale, of a typical lay-out of a battalion area. All of these areas, or reserves, are located on high, level land. A swamp between the lines has been thoroughly drained and is now a large recreation ground, near the Y.M.C.A. building. Toward the south there are amusement buildings, including moving picture theatres, bowling alleys, etc.

**Roads.**—Roadwork was practically left to the last, in building Camp Borden. The construction of concrete and bituminous macadam roads through the main streets in the camp, is now being proceeded with, however. A 20-ft. concrete road, with macadam shoulders, will be laid from Angus station to the camp headquarters, and on through the lines for a distance in all of 6 miles. To facilitate work of this nature, some of the railroad sidings have been elevated 20 ft. above ground, and chutes have been built on 8-in. pine piles, which were driven to a depth of 10 ft. by a G.T.R. steam hammer, so that stone, gravel and other materials can be dumped directly from cars into motor trucks and wagons.

## PROGRESS OF CIVIC IMPROVEMENT IN CANADA.\*

**Nova Scotia.**—The Halifax Civic Improvement League is one of the most active propagandist bodies in Canada. Its executive is wisely directed and enjoys the advantage of having considerable influence with the legislative and municipal authorities. It does not neglect such work as promoting cleaning-up, garden improvement, and other practical forms of securing the "city beautiful" by means of individual action, but, on the other hand, it does not permit these things so to absorb its energies that it is unable to find time for the even more important work of promoting legislative and administrative action to deal with the causes of bad social conditions. Nova Scotia leads the provinces of Canada in its housing and town-planning legislation, and the work of the league has greatly helped in placing the province in that position. Now that the necessary legal powers have been obtained to enable some effective reform to be achieved, the league is directing its attention to the practical application of these powers. Town planning boards are being formed in the different cities and towns and a scheme is being promoted to erect a model village as an object lesson on housing reform. A housing act was passed in May to facilitate the raising of capital for a housing scheme.

The first steps have been taken to secure the preparation of a town-planning scheme for Greater Halifax.

At the annual meeting of the Nova Scotia Union of Municipalities, to be held in August next, it is intended to arrange for a full discussion of the question of the desirability of setting up a Department of Municipal Affairs

\*From "Conservation of Life," an official publication of the Commission of Conservation, Ottawa.