

The Waterdown Review

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NOTICE

I have secured the Agency for Ford parts for this district and in future will have a full line of all Ford repairs at lowest prices.

When in need of repairs call and see us.

Gallagher's Hardware
Waterdown

Young Baby Chicks

Are arriving these days in our local poultry pens, and the first problem of importance to Poultrymen, is to secure the best feed obtainable—one that is specially adopted for very young chicks suitable for their small digestive organs and will not cause diarrhorrhea which is so common with young chicks.

We have a shipment arriving this week of

Jenkins' Royal Purple Baby Chick Feed

The best Chick feed on the market prepared from thoroughly kiln-dried grains and seeds. Get a package at once, and start young brood right.

W. H. CUMMINS
Druggist

Phone 152

Waterdown

A SHORTAGE OF HOUSES

ONE OF THE PROBLEMS FACING OUR COUNTRY.

Town-planning Expert Tells of Difficulties in the Way of Supplying Houses for the Working Men of Canada, and He Boldly Advocates a New Policy of Creating New Towns So That Speculators Will Not Get the Profits.

A SERIOUS problem facing Canada to-day is the shortage of houses which is reported from all parts of the Dominion. Mr. Thomas Adams, the town-planning expert of the Canadian Commission of Conservation, said recently in the course of a most valuable and instructive statement, "There is the same need for obtaining increased accommodation for the working classes in Canada during the war as there is in the United States and Great Britain. The shortage and dearth of capital, labor and material have the effect of destroying private enterprise in building, as the cost is so great as to make it unlikely that an adequate return will be obtained on the investment. There are serious difficulties at the present time in promoting the erection of houses by Government enterprise.

"It is true that we have a serious housing problem on this continent, but its worst aspect is connected with the lack of control of sanitation by our local Government, rather than that which is connected with increased congestion caused during the cessation of building operations in the last few years. In other words, housing evils that are more injurious, in my opinion, are those that have been sanctioned and encouraged for want of proper building regulations at a time when we had no war expenditure, and building was cheap.

"If we can spare public money, labor and material in building houses other than for returned soldiers, we should not do so without simultaneously enforcing a higher standard of sanitation in regard to existing working-class dwellings in our cities. One of the chief drawbacks in building houses with modern sanitary fittings of a durable material is that they have to compete with old, dilapidated property which can be rented at a low rate because of its small capital value. Another danger we must avoid in promoting Government housing is in allowing any portion of the Government subsidy to go into any pockets other than those of the class they are intended to relieve. We have also to avoid, in these free countries, the giving of public relief to any class that will have the taint of charity.

"Houses built by Government enterprise should not be subsidized for the benefit of any class or be used as a means of assisting real estate speculators. These difficulties and dangers can be obviated by proper regulations, and I mention them not because of any lack of enthusiasm for housing reform and for aggressive action at the present time, but because I foresee that if we do not provide the proper safeguards to begin with, we shall run the risk of failure that will be used to disparage Government enterprise.

"We have also to recognize the importance of dealing with the land question at the same time we are dealing with the housing question, and I have no sympathy with any scheme which means that public money is used to increase land values, or to build houses on vacant lots which still retain a considerable part of the fictitious values given to them during the boom days. Before we can solve the housing problem at home, we shall have to get down to some stable basis of land values whereby the capital value has a definite relation to the revenue value, and there is less exploitation of community expenditure on improvements. We shall also have to save much of the money which is now being wasted on costly land development and local improvement as a result of bad planning, or want of planning.

"But the opportunity to create new towns on Garden City lines is obvious to all who have studied the question of the development of towns and cities. Why should not the Government of Canada and the United States use the present opportunity to create at least one object lesson of this kind in America? The United States Government has ample capital and has decided to spend from \$50,000,000 to \$100,000,000 in housing enterprises. It is already creating new industries of sufficient size and scope for employing a large volume of labor to enable it to be independent of the difficulty of attracting private manufacturers to new sites. It does not need to speculate on the

coming of industries and workmen to those districts where, in any event, it is going to establish industries and attract workmen. All that the Government needs to do is to be careful in the selection of a site, properly to plan the area it proposes to develop, to lay down principles similar to those which underlie the Garden City scheme, and to set up an organization to provide good social conditions and up-to-date facilities for transportation and supply of community services. It has resolved on a policy of national housing, is that housing to be entirely carried out on the shortsighted unscientific method of building small accretions to existing centres, where land-values are already high and there is no opportunity to start de novo and plan on scientific and sound economic principles?

"To take a possible case for Government organization, which I recently suggested in an article on the subject. Assume that in the vicinity of one of the large shipbuilding plants it is contemplated that permanent housing accommodation will be required for 10,000 well-paid workmen. These men, their families, and the people who are required to supply their various social needs, will mean that provision will have to be made for a population of 50,000. In such a case the proper thing to do is not to build up suburban accretions to existing cities and towns, to hand over the increment of land-value to speculators, to crowd the houses together to pay the high cost of the land, and to create profits for established highly watered public utility corporations, but to adopt the bold and more businesslike policy of creating a new town, just as the Steel Corporation would do.

"An area of from 12 to 15 square miles of agricultural land should be acquired within three or five miles of the plant, near to a main line of railway. Rapid transit should be provided to enable the workers to get to the plant within 15 or 20 minutes, the town should be planned, water supply and other works installed, roads and sewers built, theatres, stores and public buildings erected. Auxiliary industries should be provided for and encouraged. Private enterprise should be invited to assist in the structural development. The capital employed need not be greater than what will be needed for any other kind of scheme, as the saving in cost of land will be sufficient to pay the cost of providing public utilities and social services. After paying, say, 5 or 6 per cent. on the capital employed, all profits should revert to the community for the benefit of the town, and a large portion of the land should be permanently set aside as an agricultural estate.

"We should prepare all our housing schemes with due regard to the part they may play in aiding or retarding the process of reconstruction after the war."

Roddy Lemieux a Real Nationalist.

There are French-Canadians and French-Canadians. While we grow exasperated at the perversities of Bourassa and Laverge, to whom sedition and falsehood are the ready means of self-advertisement, let us forget them as we read of the last moments of another French-Canadian—a mere lad, "Roddy" Lemieux—the son of that gifted man, Hon. Rodolphe Lemieux, former Postmaster-General of Canada. The letter of Capt. J. J. Desjardins describing the boy's taking off says in part, as follows:

"On Aug. 28th, Roddy went over the top, and was encouraging his men to the attack, when he was struck by a bullet in the abdomen. The surgeon declared the wound fatal. On the 29th the last rites of the church were administered, and his last words were 'Dites-leur que j'ai fait mon devoir' (tell them I did my duty). To the nurse he said: 'Give Mother my love. Tell her I have done a man's part.'"

"Roddy" Lemieux proved himself in his life and in his death a true descendant of those brave French-Canadians who courageously defended Fort Carillon, in the battle that is known as Ticonderoga; who fought on the Plains of Abraham and were honored by their foes; who later wrought valiantly under the British flag at Chateauguay. He upheld the name and honor of Quebec and of Canada as a whole. Such sacrifices as his give the fame of the French-Canadian soldier a lustre, that the gibes of so-called Nationalists cannot tarnish. Such soldiers as he, proud to do "a man's part"; such men as Major Papineau, the cousin of Bourassa, and the many other brave lads of their race who have died on the mother soil of France, are in a truer sense Nationalists than the politicians who tag themselves with that epithet. They are of the type with whom we are all anxious and glad to join hands in building up a glorious and United Canada.

Gave an Interview

How Wilfrid Laurier Dodged Very Difficult Question.

Sir Wilfrid Laurier made it a rule during his long public career never to give an interview to a newspaper. He was always polite and courteous, but with his well-known smile reminded the newspaper man of his decision on this point. One of the few times—perhaps the only time—when he broke his rule was on his return from his trip abroad in 1897. It will be recalled that the chief subject of discussion during the campaign of 1896 was the Manitoba school question. Sir Charles Tupper, the leader of the Conservative Government at that time, had brought in a Remedial Bill to force Catholic schools on the Province of Manitoba, and naturally expected to carry the Province of Quebec. The Roman Catholic bishops, with perhaps one exception, supported Sir Charles, and even after the Conservatives were defeated kept up the agitation. Sir Wilfrid, after his visit to England, took a trip to Rome, and coincidentally the agitation against him died away. When it was known that he had sailed for home a number of newspaper men went down to Rimouski to meet the incoming ship. Sir Wilfrid received them with his usual courtesy, but after a few salutations retired to his stateroom. Among the correspondents was Mr. Charles Marcell, afterward Speaker of the House of Commons, and after some consideration he resolved to make a personal appeal, on behalf of all the correspondents, for an interview. Sir Wilfrid finally consented, and the correspondents were invited to his stateroom. He told them that he had not been able to resist the appeal of his friend, "Charlie" Marcell, but exacted a promise that if any questions were asked which he did not feel like answering no reference should be made to it, and, further, that every answer which he did make should be taken down in writing exactly as he gave it. These conditions were loyally carried out, and the interview no doubt appeared more or less perfunctory when it was published in the newspapers. As more than twenty years have elapsed, and the Manitoba school question was forgotten long ago, there can be no objection or breach of faith to Sir Wilfrid in revealing now what was said on that matter. Towards the end of the interview, Mr. Marcell remarked that the information about Sir Wilfrid's travels was all very interesting, but "what the people of Canada would like to know is what happened when you saw his holiness the Pope." This was treading on delicate ground. It was the one subject which Sir Wilfrid wished to avoid, and his face was a study for a few minutes. Finally he smiled and said: "Well, gentlemen, now you know why I decline to give interviews, but I see that I shall have to say something about my visit to Rome." The correspondents had high expectations of a good story, but this is what followed: "Put the question this way," said Sir Wilfrid: "Who were the persons I met abroad who impressed me the most?" Then he added: "Her Majesty the Queen, the President of France and his holiness the Pope." And that was all about the visit to Rome.

Downed the Last Zeppelin.

Now that the many and varied "hush" incidents of the war are coming to light, it will be interesting to tell how a Montreal aviator accounted for the last Zeppelin to be brought down. The aviator was Lieut. Stuart D. Culley, D. S. O., who enlisted in the Royal Naval Service nearly two years ago.

Early Sunday morning, Aug. 11, 1918, word was brought in by motor boats that a Zeppelin had been sighted. When he was some 10,000 feet up, Culley sighted the Zeppelin a considerable distance away. He decided to attack it. He kept straight on until the Zeppelin was almost directly over him, when he pulled up the nose of the plane and emptied his machine gun into the bottom of the airship, it being some 200 feet above the plane. The plane itself was 19,000 feet in the air.

In about half a minute or so spurts of flame appeared in several parts of the Zeppelin.

The ships had been watching the performance and immediately the admiral saw the flames he sent this signal to all the ships round about: "Turn to hymn 223, last verse," which is as follows:

"A Happy Band of Pilgrims,
Look upward to the skies,
Where such a light affliction,
Shall win so great a prize.

Later Lieut. Culley was called on by the admiral to stand on the deck of a destroyer while the fleet went by with the crews lining the gun-wales cheering him.