

TOWN PLANNING EXPLAINED TO BOARD OF TRADE

Mr. Frank Cockshutt Delivered Instructive Address Last Night

"Town Planning and the Care of Trees and Boulevards in the City," was the dual subject dealt with in a most comprehensive manner by Mr. Frank Cockshutt at a general meeting of the Board of Trade, held in the Temple Building, last night. Better protection for railway crossings in the city, toll roads in the County of Brant, and the present system of operating the street railway system on Market street were other matters dealt with.

President Waterhouse emphasized the dangerous condition of the many level railway crossings in the city and called particular attention to the Market St. crossing of the Grand Trunk Railway. He cited a recent instance where an accident was narrowly averted through the lack of proper precaution at this intersection.

Mr. A. J. Wilkes pointed out that there were many such sources of danger in the city, particularly along Clarence St., and Oxford St. He reminded the members of the board that the measure proposed, of providing adequate safeguards, would entail a rather heavy expenditure in maintenance.

A. K. Bunnell stated that greater danger existed on the Market street crossing than on any of the others mentioned, because here was the only place not protected in the city, where the street car service conflicted with the railway.

For many years this crossing has been a menace to public safety, thought G. A. Ward, and he thought that a time had come for a remedy to be effected. He suggested an electric signal device that would warn approaching pedestrians and drivers of vehicles of the proximity of a moving train.

Discussion culminated in the passing of the following resolution, moved by G. A. Ward, seconded by A. K. Bunnell:

"That the Mayor and city council of Brantford be respectfully urged to continue their efforts for the better protection of the railway level crossings at South Market St., and that immediate attention should be given his matter, and further—

"That the attention of the Grand Trunk Railway be drawn to the condition of the approach to the bridge crossing their tracks from the Paris road."

Toll Roads
It was the consensus of opinion of those present, that Brant County suffered from a desperate situation for poor roads, and that the solution of the toll roads within the county would be a progressive move. The Paris road especially was in a deplorable state, and the management invited the action that had been taken by the Department of Highways in closing the tolls. The following resolution, moved by W. B. Preston, seconded by C. A. Waterhouse, was passed:

"That in the opinion of this Board of Trade, toll roads should be abolished, and that the county council be respectfully urged to take over the Paris toll road on such terms as the council may deem to be fair and reasonable, and that the city council be asked to co-operate."

Street Railway Service on Market St.
The present method of operating the street cars on that section of Market St., between Dalhousie and Colborne Sts., which carries double tracks is not only a great inconvenience to vehicular traffic, but a great menace to public safety.

By the use of one track for all cars, those north bound travel on the wrong side of the roadway. There is not sufficient clearance for two other vehicles to pass at the same time, and, when the cars happen to be fully occupied with standing traffic, as is very often the case, especially between Dalhousie and Colborne, all traffic moving south when meeting street cars, is often forced over to the wrong side presumably at its own risk from collision with north bound vehicles.

This condition being contrary to all the principles of traffic regulation, the Brantford Municipal Railway Board be respectfully requested to seriously consider same, and that such changes be made as will rectify the trouble.

Also that the same board be requested to issue such restrictions to their motor men, as will positively prevent two cars passing each other at the intersection of Dalhousie and Brant Avenue. This is the main corner for north ward traffic, and vehicles following street cars down Brant Avenue, when turning over on to Colborne St. cross the corner of Market and Colborne, and changing tracks on the switch, there return along Market St. on the right hand side of the road.



PRINCIPAL FIGURES IN THE ESKIMO MURDER TRIAL.

Koola, on the left, was principal witness against Sinnesiak and Uluksuk, the two Eskimo murderers, shown in the second photograph, found guilty at Calgary for murder of priest in the far north. Despite this the two primitive prisoners were delighted to be in his company and greeted him as enthusiastically as though they were the best of friends on earth. The third picture shows the two prisoners fishing on Herschel Island on their way south. They were never shackled and made no attempt to escape. It was just like a grand picnic to them. This journey to the white man's country to face trial for murder.

Expressed in the form of a resolution, such was the attitude of the Board of Trade toward the Market St. branch of the Municipal Railway service. A copy of the resolution passed, will be forwarded to the city council with the request that that body extend its co-operation in the matter.

Town Planning, City Trees and City Boulevards.
There is a general recognition now of the value of trees in our streets, adding dignity and beauty to our city and comfort to our citizens. We have a large number of trees now, and they are a credit to the city. These trees have been planted through the enterprise of the citizens, and although planted by them, are the property of the municipality and controlled by the City Council. The Parks Board has absolutely nothing to do with the trees now planted in the city.

There is need for a better system in the care and planting of trees and this object can best be accomplished by establishing an organization for the work. The planting should be supervised by some organization and some competent person. At present there is no system, and while the results now are good, they might be improved. After the trees are planted their maintenance and care during the entire season should be in charge of some capable authority who understands trees.

We would have more uniformity in the plant were adopted, and a street could be planted with one type of tree and another kind of tree could be planted in another street, thus presenting a variety that would add to the beauty of Brantford. This can never be accomplished, however, until the trees and boulevards, their care and maintenance are placed under the supervision and management of a competent authority.

As the city grows in size, greater care will be necessary in protecting the trees, for they will have many more enemies than now. I would suggest that we have a qualified caretaker to supervise the planting and caring for our city trees at all seasons of the year. And I ask you should the City Council continue to have charge of the trees on the streets?

Explanation of the Town Planning Act.
On April 5th of this year, an act of the Legislature respecting surveys and plans of lands, in and near urban municipalities, known better as the Town Planning Act, received its third reading and became law.

Under this law the City Council may proceed to make a general city plan for the whole of the city of Brantford or for any part of the city, guided by the desire to improve the appearance of the city. The act has this new feature. The Council is given the power to consider the planning of the suburbs within five miles of the city limits. Within five miles no property-owner may lay out a subdivision to be placed for sale in the open market without first securing the consent of the city and township councils. Prior to the enactment of this measure any property-owner could divide up his subdivision in any manner that pleased him and, through a mere formality could secure the approval of the township council. This Act confers upon the City Council power to plan the suburbs with harmony.

If the individual property-owner in the suburbs does not think he has been accorded justice he may register an appeal with the Ontario Municipal Board.

The City Council may devote these powers conferred upon it to a town planning commission, which would then be vested with the authority given the City Council by the Act. This commission would consist of six members, and the Mayor, two members retiring each year, but eligible for re-election. Its constitution would be exactly similar to that of the Parks Commission.

One city, noted for its progressiveness—Kitchener—has already adopted this means.

The system yet however is comparatively new, it is a subject of the future.

The development of a city should be based upon competence. We should have in our growing cities and towns, some person upon which to develop uniformity and beauty.

There was considerable discussion on the subject introduced by Mr. Cockshutt, which culminated in the following resolution:

"That the following be, and are hereby, appointed a special committee to act with any similar committee that may be appointed by the City Council and the Parks Board, to consider the 'Town Planning Act,' recently enacted; and also to consider what improved methods should be adopted for the better care of 'City Trees' and 'City Boulevards' Messrs. C. Cook, B. P. Parke and W. B. Preston.

Four new members were added to the Board, Messrs. H. E. Gignac, E. Chamberlain, James E. Rowe and Geo. Hancock, Jr.

After an address by Mr. A. K. Bunnell, Chairman of the County Committee, the following resolution was passed:

"That this General Meeting of the Board of Trade urges all Citizens of the City of Brantford and of the County of Brant to support to their utmost efforts being put forth to raise the Dominion of Canada the Loan of One Hundred and Fifty Million Dollars and that this Board pledges its support thereto." (Carried.)

British Red Cross.
Mr. Frank Cockshutt, chairman of the local Red Cross Committee called attention to the necessity of complete co-operation by all citizens in the work. The meeting expressed its attitude as follows:

"That, after having heard the report of the Chairman of the local British Red Cross Committee, commend the cause to the Citizens and believe that by united effort of the various organizations in the City the objective of \$25,000 named by the Committee can be raised, and that this Board pledges its hearty support."

It was decided to request the Council of the Board to enquire into the question of Niagara Power supply and the possibility of development of Grand River Power.

PREPARE FOR COLD WEATHER NOW

OUR PRICES ON COLD WEATHER NECESSITIES WILL INTEREST YOU.

Stove Pipe, bright 20c per length
Stove Pipe, common, 15c per length
Elbows, 3-inch 15c each
Elbows, 4, 6, 7-inch 25c each
Coal Hods 40 Cents up
Stove Boards 95 Cents up

Howies
EST'D 1880

TEMPLE BLDG.

76 DALHOUSIE ST.

Variety Affords the Comforts of Life

WE HAVE THE VARIETY

Upon our floors are (70) seventy stoves and ranges—not two alike. Ask to see our **Happy Thought Ranges** and **Radiant Home Heaters**, and many other high-class cooks and heaters. Its our pleasure to show them. We also install **Bucks Furnaces** in fourteen (14) styles and sizes—get our estimates. Prices the lowest, quality and workmanship considered. See our \$27.50 steel range, only a few left.

TURNBULL & CUTCLIFFE

LIMITED

Hardware & Stove Merchants Cor. King and Colborne

1918 Briscoe Model

Now in stock at show rooms

18 CLARENCE STREET

THE BRISCOE MOTOR GARAGE

THE CELEBRATED BRISCOE CAR—MADE IN CANADA

At a moderate price, \$935.00

F.O.B. Factory

Car Washing, Polishing, Oiling, Greasing, Repairing, Etc.

S. B. MILLER, SALES AGENT Phones: Bell 146, Auto, 512



The Employer's Course

The Proclamation issued under the Military Service Act calls Class One men—bachelors and widowers without children (not otherwise excepted) who were 20 years old on the 13th Oct., 1917, and whose 34th birthday did not occur before Jan. 1st, 1917.

The claim for exemption may be made by the man himself, by his employer or by a near relative. So far as practicable, not more than one claim should be made in respect of any man. For reasons stated in the next paragraph, the claim is often best made by the employer.

When Employer Should Make Claim for Exemption

Where claim for exemption is based on the assumption that it is in the national interest that the man should instead of being employed in Military Service, be engaged in other work in which he is habitually engaged; it is usually preferable that the claim be made by the EMPLOYER, inasmuch as the decision of the claim will involve, amongst other things, a consideration of the nature of the business, the number of men employed, etc.

Medical Examination

It will simplify the employer's problem if all Class One men in his employ present themselves for Medical Examination at the nearest Medical Board Centre.

Upon examination they will be placed in Medical Categories—A, B, C, or E. Class One men placed in Categories B, C, or E satisfy immediate requirements if they attach the medical report they will receive to their claim for exemption.

Where an employer claims exemption for an employee on the ground that it is expedient in the national interest that the man should continue in the work in which he is habitually engaged, he should attach to the claim for exemption a statement and a schedule as follows:

The Employer's Statement

Total number of employees, grouping them according to their respective occupations and qualifications, and stating the number in each group. Indicate life possibility or otherwise of replacing the labor of Class One men with the labor of those not in the statutory class called up, or of women; also the extent to which the withdrawal of men in the statutory class would affect the business, the reason for considering that the carrying on of the business is in the national interest, and such other facts and circumstances as may appear to be relevant.

The Employer's Schedule

This should state the names, ages and occupations of all Class One men employed, noting against each name whether or not claim for exemption is being made, and whether in the employer's opinion, exemption if granted, should be conditional on the man's continuing his present occupation, or whether it would suffice if exemption were granted for one, two or more months, as the case may be.

Forms for Exemption

These forms may be obtained on request from any Postmaster who will transmit the forms, when filled in, to the Registrar.

Issued by the Military Service Council.

MAXWELL

Most Miles per Gallon Most Miles on Tires

We used to say:
"The Maxwell's real greatness is on the inside—the mechanical parts you can't see."
But the wonderful new 1918 Maxwell has just been delivered to us.
Now we've changed our tune.
Today we say:
"The Maxwell is great inside and out—great in EVERY POSSIBLE way."
Always the most efficient—most economical light car built, the Maxwell now has:
A 6-inch longer wheel base, making it larger and roomier.
Heavier and more rigid frames—6 inches, instead of 3 inches deep—and yet is 50 pounds lighter.
Compensating underslung rear springs—the last word in spring suspension at any price.
A sloped windshield—style of body equal to the highest priced cars.
Friends, the 1918 Maxwell is the best looking, best built car for the money we ever saw!

Touring Car \$1045
Roadster \$1045; Coupe \$1540; Berlinette \$1540;
Sedan \$1640. All prices f.o.b. Windsor

TUTT & LAIRD

DEALERS FOR BRANT COUNTY
Garage, 67 Dalhousie St. Opp. Post Office

You

PEOPLE WHO ARE OF

Mail-Order Houses
Well-Known
Furnishing of Musta

Are people justifiably printed in the mail-order? The mail-order business is playing so many people. Albert Loeb, vice-president, once said that his firm sold electric belts. Of course, a remarkable thing, absolutely true. It was a matter of fact that a man would be lots of profit if the catalogue said that he believed it and buy the belts.

Playing on the cards of the mail-order houses, house advertised "pursuant to Merchants' Association something wrong with selling at that time at made at Ottawa by the to be as suspected—against the company's up for hearing, the order business, was for about \$40, for selling.

Sometime ago an Ontario advertiser paid nothing but what was a can was sent to Ottawa was of a very low grade it did not contain satisfactory covering.

According to the all is not gold that is bound to get "soaked" doesn't know much about other things that money away from him.

LADY GIVES AD TO HER NEIGH

A correspondent, wishing success to the Home Campaign, says everyone would spend money in their homes would not only be themselves but would greatly toward the good of the town in which and what person is would not take a pleasure in knowing that they have some way the promotion of their home-town? A way of thinking, spend money can get the town in which spending it there. To live in Brantford their trading there buying from the houses. The away-concerns hardly ever faction, and long do to get what is wanted should a Brantford catalogue and order when nine times out of she gets the suit it will too large or too small be half made and not

BRANTFORD

Brantford women Campaign. Credit is given to many business.

Not only to the standing in life behind the successful Women of Brantford by agitating the ment of The Courier.

Encourage our champions by demonstrating in the welfare of the Look over The Courier Campaign. Tell the will urge your friends know you are doing progressive and work