

materials required for the same are now being shipped out. The city has made a satisfactory arrangement with the receiver of the Westholme Lumber Company whereby the plant required by the city can be secured on a valuation to be decided by independent valuers. This plant consists of tents, light rails, tools of all sorts, and other necessary apparatus, which, unless its use was permitted by the receiver, the city would have to purchase. Water Commissioner Rust stated that as soon as work actively commences the force of men will be increased to about 150. Mr. Wynn Meredith, the city's consulting engineer on the work, has prepared the specifications for the tenders for which the city is now calling for the supply of cement pipe and steel plate for the pipe line. Cement pipe for about twenty-seven miles will be secured for the flow line from Sooke Lake to Humpback Reservoir, and the steel pipe will be required for the pressure line from that reservoir to the city. The estimated cost of this part of the work is between \$700,000 and \$800,000. With the recent sale of debentures the city has on hand ample funds wherewith to permit of active prosecution of the work, and as soon as the preliminaries are fully settled the undertaking will be proceeded with as fast as possible.

Toronto, Ont.—It is understood that the plan of the Ontario Government for establishing a good roads commission to supervise construction in the older parts of the province embraces several features. There is likely to be a joint chairmanship, one official to be in charge of the practical administration, and the other will deal with financial and the general outline of the scheme. In addition, there will be a complete reorganization of the co-operative system, in which the government advances to counties desiring it a grant of one-third the amount to be expended in the good roads movement. A change in the percentage has long been considered by the cabinet, and legislation will in all probability appear at the next session to change the rate from one-third to one-half. The fact that the maintenance of roads by the counties is not popular has been instrumental in resolving the government to assume the upkeep in future. The actual means have not yet, however, been decided on, but it has been suggested that the government grant be reserved in large part for that purpose. Premier Whitney recently stated that the personnel of the commission had not yet been decided upon. It is understood, however, that Provincial Engineer W. A. McLean will occupy a place, probably as administrative chairman. The interests of Eastern Ontario may be regarded in choosing a commissioner from that district.

Victoria, B.C.—A prominent automobile man, in discussing the relative merits of the telephone and motor car, made the following interesting statements: "The telephone and the motor car have done more for the farmer than any other invention, with the possible exception of the reaper. We have heard a great deal of late about the necessity of a return to the farm. That is, various social and economic conditions of modern life have prompted a movement to turn the tide which has been running cityward back to the farm. Farmers' sons for a while were irresistibly lured to the city, and the reason was that farm life was too sordid, uninteresting, too limited in its opportunities for rational enjoyment for the young man who had argued that the high cost of living, the congestion in cities, the bitterness of competition in all walks of life could be reduced and alleviated if farming as a profession was made more attractive. The telephone and the motor car have been doing a great work in solving this problem by doing just what the students of sociology and economics have asserted must be done. That is, they have revolutionized farm life by modernizing it, keeping it in

close touch with the outside world and bringing the city almost to the isolated farm. Nowadays the farmer without a telephone is an exception. This great convenience keeps him in instant touch with his neighbors and with the city. It has had an untold effect in making the life of the farmer more bearable and attractive. No less important in achieving a revolution in living conditions is the motor car. Beyond all that it has proved of economic value because a machine is serviceable for many tasks that can be accomplished far more efficiently and expeditiously than with the horse and wagon. Any one who doubts that the farmer has taken kindly to the automobile should visit the country churches, the country fairs and the county seats, and see the machines parked. The number of automobiles in evidence will certainly prove illuminating."

Ottawa, Ont.—There will not likely be any opposition to the city co-operating with the Dominion Government in preparing plans for the enlargement and beautification of the Capital and its development along proper lines. The board of control in its report to the city council will recommend that the city concur in the suggestion which was made by the minister of finance for the appointment of a commission to prepare plans covering Ottawa, Hull and their environs and dealing with parks, transportation and other features that are serious problems in the development of the Capital. The proposition made by the government was that half the cost of the commission should be borne by the government and the other half by Ottawa and Hull. The board of control is recommending to the city council that Hull be asked to bear one-fifth of half the cost and that Ottawa bear the remaining four-fifths of half. The city council seems unanimously in favor of co-operation and it is not likely that any opposition will be raised. It is understood that as soon as the cities agree to the proposal the government is prepared to name its commissioners, the mayors of the two cities also being members.

Toronto, Ont.—An important conference between the city of Toronto and the townships of Etobicoke, York and Scarborough was held recently. City planning beyond the limits of Greater Toronto was discussed, a plan for diagonal roads in Etobicoke, York and Scarborough engaging the attention of the delegates. It was decided to adopt the principle that no road must be less than 66 feet wide, and that through roads must be 86 feet wide. The townships interested in the schemes will have to obtain legislation before they can establish building lines to prevent people from building up to the street line as at present. Ald. Sam. McBride presided, and promised that the city would do everything that could be done to help the townships secure the necessary legislation. Assessment Commissioner Forman explained the principles of the homologated line and its power to fix street building lines indefinitely. As a result of the conference each township will prepare a map showing which of the proposed diagonal streets will be 66 feet wide and which will be 86 feet wide. Then a general map will be prepared to conform with the smaller maps, the township maps being submitted first at another meeting of the city and township officials.

Ottawa, Ont.—Canada will have the longest and loneliest motor road in the world, according to the recent decision of the government to build a motor road into Dawson City. Fifty thousand dollars has been voted for the purposes of this road, and a couple of other such votes will be necessary to finish it. At the present time Dawson is only reached by stage in winter, when there is a deep coating of snow on the ground. It is the intention of the government to build a road for motors 400 miles in length, from White-horse at the