

ONTARIO MUNICIPAL STATISTICS

In 1886, the population of Ontario municipalities was 1,828,495, which in 1911 had increased to 2,358,719. Other comparisons follow:—

Ontario municipalities.	1886.	1911.
Total assessment	\$694,380,659	\$1,417,367,117
Taxes	9,009,385	26,363,325
Rate per head	4.93	11.18
Mills on the dollar	12.97	18.60

The statistics of debts for 1911 are not available. Those of 1910 compare as follows:—

Ontario municipalities.	1886.	1910.
Total debenture debt	\$29,924,863	\$107,470,346
Rate per head	16.37	46.80
Floating debt	4,841,717	15,812,084

The amount accumulated in sinking funds on December 31, 1910, was \$17,980,214, so that the net debenture debt was \$89,490,132 as compared with \$83,242,049 in 1909, an increase of \$6,248,083, while the floating liabilities increased \$2,555,319.

The following cities of Ontario owned and operated gas or electric light plants in 1910, aggregating in value \$3,866,393.

Belleville	\$106,505
Chatham	21,500
Fort William	*733,823
Guelph	†534,365
Kingston	341,328
London	182,874
Niagara Falls	131,944
Ottawa	350,000
Port Arthur	†924,484
St. Thomas	‡330,853
Stratford	60,000
Toronto	†133,717
Windsor	30,000
Woodstock	85,000

*Including \$174,000 for telephone system and \$372,500 for street railway.

†Including \$123,999 for radial railway.

‡Including \$135,500 for telephone system and \$373,984 for street railway.

§Including \$75,000 for street railway owned by city but operated on lease by company.

¶Being \$15,000 for electric light plant taken over from former city of West Toronto, and \$18,717 for electric light plant taken over from former town of East Toronto on their annexation to Toronto City.

The following villages and towns in Ontario owned and operated gas or electric plants in 1910, aggregating in value \$3,517,147: Acton, \$8,200; Alexandria, \$12,350; Almonte, \$38,000; Amherstburg, \$5,300; Aylmer, \$25,000; Barrie, \$84,659; Beeton, \$6,000; Berlin, \$468,502; Blenheim, \$13,750; Bobcaygeon, \$25,000; Bothwell, \$6,200; Bracebridge, \$120,113; Brockville, \$164,012; Brussels (telephone), \$41,891; Campbellford, \$10,000; Cayuga, \$300; Chesterville, \$130; Chippawa, \$1,100; Clifford, (acet. gas), \$3,025; Cobalt, (arc lights), \$500; Collingwood, \$45,274; Deseronto, \$19,000; Dresden, \$14,500; Dundalk, \$5,000; Fenelon Falls (estimate), \$20,000; Fort Erie, \$3,636; Fort Frances, \$10,078; Glencoe, \$18,000; Goderich, \$42,348; Gore Bay, \$250; Gravenhurst, \$100,000; Hagersville, \$200; Haileybury, \$18,679; Hespeler, \$13,505; Huntsville, \$22,052; Iroquois, \$10,000; Jarvis, \$300; Kenora, \$443,487; Kincardine, \$21,196; Kingsville (nat. gas), \$2,500; Leamington, \$25,000; Listowel, \$20,470; Lucan, \$5,000; Madoc, \$16,444; Markham, \$8,000; Merriton, \$11,008; Midland, \$48,000; Milton, \$14,948; Milverton (acet. gas), \$300; Mitchell, \$15,000; Morrisburg, \$108,100; Mount Forest, \$13,000; Napanee, \$48,000; New Hamburg, \$18,000; Newmarket, \$19,000; Niagara, \$24,000; North Toronto, \$9,000; Oakville, \$18,000; Orillia, \$300,000; Owen Sound, \$328,288; Palmerston, \$14,000; Paris, \$55,324; Parry Sound, \$71,451; Perth, \$13,000; Picton, \$30,000; Port Colborne, \$725; Port Perry, \$8,000; Port Rowan, \$150; Port Stanley, \$300; Prescott, \$18,000; Preston, \$53,687; Renfrew, \$39,745; St. Mary's, \$10,000; Stirling, \$11,000; Strathroy, \$20,000; Streetsville, \$27,500; Sturgeon Falls, \$44,376; Sudbury, \$70,471; Thamesville, \$6,250; Thessalon, \$12,851; Thorold, \$25,000; Tottenham, \$6,000; Trenton, \$9,000; Uxbridge, \$18,000; Waterloo, \$55,135; Weston, \$9,000; Whitby, \$21,861; Wingham, \$30,000; Woodville, \$400; Wroxeter, \$1,900.

*Including \$127,046 for street railway.

†Including \$379,741 for Hydro-Electric Power plant and \$17,453 for telephone system.

‡Including power transmission plant.

LABOR ORGANIZATION IN CANADA.

The second annual report on labor organization in Canada, covering 1912, has been issued by the Department of Labor. From the introductory pages it is noted that trade union membership, in common with other activities of industrial life in Canada during the past year, increased considerably during the year 1912. At the end of 1911 the membership was reported at 133,132; at the close of 1912 it stood at 160,120.

Much interesting information is given as to the classes of labor chiefly affected or unaffected by organization. The compilers of the report estimate the proportion of organized labor in Canada at about 8 per cent. of the whole number of wage-earners, the total of which is placed at 1,300,000. Not much organization, the report states, is found among women workers.

A chapter of the report is devoted to a discussion of the beneficiary systems of trades unionism. Not all the unions have reported on this subject, but the information collected shows the wide and important influence which organized labor of North America plays in this department of industrial life. The beneficiary expenditures of sixty-eight of the international central trade union organizations operating in the United States and Canada are shown to be of great magnitude. The grand total of the disbursements of these organizations for the last fiscal year reported (usually 1911-12), is placed at \$13,799,000, more than half of this amount being on account of death claims. The largest expenditures reported for an individual organization is that recorded for death benefits in the case of the Brotherhood of Locomotive Engineers, where the disbursements reached \$1,869,934. While returns were not received from all central organizations operating in the Dominion and the United States, the leading unions reported, and their statements represent the great bulk of expenditure. These disbursements are for Canada and the United States taken together, the returns for Canada alone not being available.

The report gives some attention to new movements in labor organization, known respectively as Industrial Unionism and Syndicalism.

WOOD-BLOCK PAVING

The paving of city streets with wood is again coming into favor, new methods of laying the pavements making this one of the most satisfactory of pavements. Vancouver's pavements are largely of the same material. Eighty-two per cent. of the new paving in Minneapolis is wood-block, and Saskatoon and other western towns are giving the wood-block paving the preference.

Best results are obtained from rectangular-shaped blocks cut from Southern or Norway pine which are thoroughly seasoned and creosoted. This latter process not only lengthens the life of the wood but reduces its absorptive capacity for water, thus preventing the weakening of the wood-fibres and reducing its tendency to buckle. The most approved method of laying this pavement used in London, New York and other large cities, is to first make a concrete foundation four to six inches thick on which is laid a thin layer of sand, or better still, of moist Portland cement, into which the blocks are closely set.

The blocks are from five to nine inches in depth and must be free from defects. Care must be taken to place them with the grain perpendicular to the road-bed. If laid with the long edges at right angles to the curb the joints are apt to become worn by the calks on the horses' shoes, so to prevent this and to best provide for possible expansion, the paving is laid at an angle of about sixty-seven degrees with the curb. The joints are usually filled with ground cement and the surface of the paving is then covered with a thin dressing of coarse sand, which beds into the pores of the blocks and roughens them.

Such a pavement has the smoothness of asphalt and will last almost without repair for fifteen years under ordinary conditions. It is sanitary, noiseless, easily kept clean and has a certain springiness lacking in asphalt, and so is much easier on horses' feet. Expert labor is not required in its laying, and the cost of maintenance is practically nil, so that from the standpoint of cost as well, it compares favorably with the asphalt, macadam and brick now being used in Canadian towns and cities.

The manufacture of wood-blocks for paving would furnish sawmill owners with a means of utilizing the many defective logs of Norway pine unfit for saw material, and, could a steady market be developed, much of the waste in connection with present lumbering and milling operations could be avoided.