

THE GROWTH OF CIVIC GOVERNMENT IN MONTREAL—(Continued).

founders and the spirit of sacrifice which protected its cradle, continue to be evidenced by admirable works and noble institutions.

The City of Montreal has continued to make astonishing progress. It has expanded, within the past ten years, even beyond our most sanguine expectations. From the shores of the St. Lawrence to those of the Ottawa River, East and West, almost to the extremities of the Island, our City extends and develops, and covers with houses, factories and stores the fertile lands the produce of which provided for the sustenance of its first inhabitants. It offers to railways, to trade and industry, and to capital generally such invaluable advantages that nothing can prevent it from becoming one of the largest cities of the American continent.

Temporary depressions and reactions caused by daring speculations may slacken its pace, but after a momentary standstill it will again take its flight towards destiny.



G. E. MARQUIS,
Director of Bureau of Statistics of
the Province of Quebec.

RAILWAY TRANSPORTATION IN MONTREAL

If as has been well stated, that the railroads of any country are fundamentally the real measure of its success, then that city in which most of the country's railroads meet or make their headquarters is necessarily the pivot around which the success of the country revolves. This is the case of the City of Montreal. It is the clearing house as it were and the transshipping point for all the railroads of the country, whether they run West, East or South. Because of the railway siding facilities offered to all railway companies by the Harbor of Montreal exporters have the cheapest and quickest means of access to foreign markets and importers to any point in Canada. With such splendid transportation facilities for either passengers or merchandise at the command of its manufacturers and travellers it can easily be seen that Montreal is in the vanguard of industrial progress.

PUBLIC UTILITY SERVICE

The old attitude of extreme hostility to public service concerns, such as gas, street railway, and telephone companies is changing. Municipal authorities, and the public generally, are coming to realize that such services are vital to the life of the community and that reasonable co-operation and freedom from hampering restrictions are necessary if the best service is to be obtained and the companies are to make liberal and far-seeing plans for future development.

It is more than ever recognized that it is the duty of the executive of every such company to see that capital entrusted to them earns a fair return, else new capital cannot be secured and extensions of the service become impossible. The public is entitled to good service and employees of public service companies to good wages and proper working conditions. All these things, it has been found by experience, are best secured through co-operation, rather than by obstruction of company plans.

The record of the growth of most of our big cities can be seen in the development of their utilities. For example, the Bell Telephone Co. in Montreal has kept pace, step by step, with the growth of the city. Of course, in recent months owing to the world shortage of material there have been delayed installations, but in general, adequate provision has been made to keep pace with the city's growth.

The opening on January 1st of the new "Plateau" exchange, corner of Ontario and St. Urban Streets, has called public attention to the fact that Montreal is now a city of eleven telephone exchanges to which are connected no less than 77,250 subscribers' telephones. Underground telephone conduits 152 miles in length contain 623 miles of cable, to which access is obtained through 1,200 manholes; there being only 2,300 miles of open wires and 369 miles of telephone wire lines, the service in Montreal employs more than 3,000 persons.

Telephone engineers tell us the prospects are that approximately one new exchange a year will have to be opened to keep pace with Montreal's demand for new telephones.

AMERICAN GOOD ROADS CONGRESS

The American Road Builders' Association, of which City Engineer J. A. Duchastel, of Outremont (Que.) is a Vice-President, and Deputy Minister W. A. McLean, of Ontario, a Director, is holding its eighteenth annual convention at the Coliseum, Chicago, in February 9 to 12. At the same time and in the same place the association will hold its Twelfth National Good Roads Show and Eleventh American Good Roads Congress.

The president of the American Road Builders' Association this year is M. J. Faherty, president of the Board of Local Improvements, City of Chicago. More than forty thousand square feet of floor space in Chicago's big exposition hall will be devoted to the exhibits, which, this year, owing to the tremendous increase in road building and street improvement work since the close of the war, promise to exceed in number and variety those of the expositions held at Boston, Pittsburgh and Chicago before the war. The interest manifested in the coming exposition is, even at this early stage, most unusual.

Many new types of road building machinery and highway transportation equipment will be shown. Demonstrations in the use of road building and street paving materials, through improved methods and under improved conditions, will be featured. The show will be open during the period of the congress, February 9th to February 12. Both the Congress and the exposition will occupy the Coliseum, the sessions of the Congress being held on the floor immediately above that on the ground floor devoted to the show.