

600,000 persons is being dumped into the Detroit River, and on the Canadian side pollution from about 40,000 people is coming into the same water. The same condition exists at the lower end of Lake Erie and in the Niagara River, where the population of Buffalo is responsible for the pollution. So it is at Tonawanda and North Tonawanda, and at Niagara Falls city. It is claimed that the sewage spreads all over the lake, and that the St. Lawrence is polluted before it leaves the boundary line also.

Fort William, Ont.—The Dominion Government is maturing its plans for the building of interior terminal elevators in the West. The wheat production of the prairie provinces is increasing at such a rate as to cause a great strain upon the railways, despite their constant construction and the provision of new facilities at Port Arthur and Fort William. In addition to the large elevator now being built at Port Arthur, with a capacity of three and a quarter million bushels, and the rushing of work on the Hudson Bay Railway, the need of interior elevators is felt for relieving the congestion. For this purpose, an item is being put in the supplementary estimates. When these elevators are built all grain going in and coming out of them will be weighed and inspected and can be sold on inspection. This will enable the owners of grain to get a negotiable warehouse receipt upon which they can borrow money from the banks or sell the grain on the markets. The elevators will be so equipped as to treat wet and damaged grain, and will be of particular utility in providing a further reserve storage capacity. It is intended to build a few elevators at once to find out exactly what good they produce. If the results are satisfactory the government then will go further.

Toronto, Ont.—The Ontario Government is embarking upon extensive investigations in the matter of sewage disposal and the protection of the fresh water supplies of the province from contamination due to careless or unskilled methods. With the fact in mind that every provincial municipality located near lakes or rivers is facing serious problems of this nature, Dr. J. W. S. McCullough, chief officer of health, will visit in the summer months several places in Great Britain and the continent to discover assistance in solving the difficulties which come before his department. In view of the action taken by the provincial board, acting in conjunction with the International Joint Commission, to examine the boundary waters and discover the prevalence of pollution, a report will be forthcoming in November. The knowledge will then have been acquired by Dr. McCullough as the most practicable manner of dealing with the general situation. Legislation improved and amended at the recent session places within the jurisdiction of the board power to force instalment of whatever water systems they consider best, and if a purification plant or a sewage treating plant is thought necessary the municipality concerned will be obliged to install it without appeal to the people. This obviates much of the trouble which has occurred in unwilling towns in the past. Dr. McCullough will visit London first and go thence to Germany and France. He leaves Toronto during the week of July 1, and the trip will consume two months.

Quebec, Que.—In addition to the objections from the government of Saskatchewan to Hon. Frank Cochrane's bill providing for federal subsidies for the improvement of highways, the government of Quebec, through Sir Lomer Gouin, has now come out with a severe criticism of the bill as passed in the commons. In an official statement Sir Lomer says that it is to be greatly regretted that the federal government has not amended the bill in line with the demands of the opposition and of the senate. "I am," he says, "an advocate of good roads and I very greatly

desire to see our roads improved as much as possible. But the federal government's bill does not satisfy me. I find it even dangerous in principle. It does not satisfy me because it does not insure an equitable distribution among the provinces of the moneys which parliament may vote. The ministers, it is true, have told us that according to the subsidy act these moneys will be distributed among the provinces according to population but the actual text of the law has not been worded so as to insure this. Moreover governments pass out of existence and the successors of the Borden government will not be bound by the word of the present prime minister. Why should not the present government follow the example of the fathers of confederation? Why should it not incorporate in the good roads bill the same principle which had been incorporated in the bill with regard to the advancement of agriculture? Moreover, this bill appears dangerous to me for it infringes the rights of the provinces and tends to narrow local autonomy. Article 92 of the B.N.A. Act specifies that the provinces shall have jurisdiction over all local undertakings but in what position would the provincial administration find themselves if the good roads bill became law in its present form? They would simply have to give up their rights and their prerogatives in order to get the subsidy which would be offered them or else they must give up the subsidy.

Montreal, Que.—A Town Planning Bill, under which every municipality would be compelled to draft plans of its future development, is strongly advocated by Controller Lachapelle. "Town planning," he said, "is to me the problem of the hour. The way building operations are carried on in the suburbs is a disgrace to the city. There should be a definite plan for the whole island of Montreal, homologated by the legislature, so that building would have to follow its lines; and a better-laid-out city would be gradually evolved. I think it would be a good idea to get the services of an expert, say from Europe, and give him a summer in which to draft his plan. The United States Government recognized the need of building its capital on a definite plan, and Washington is the pride of every American in consequence. The necessity of compelling municipalities to build along definite lines has been recognized by a number of European governments. They have made it compulsory for towns of over 5,000 inhabitants to build and expand on a definite scheme. We need, too a campaign of publicity to instruct the people and to bring before them the necessity of town-planning. We are annually faced with an increasing tide of immigration. The country population is moving into the city, and unless we do something quickly it will soon be almost impossible to do anything really effective. It is no use improving a little here and a little there. It is only wasted time. What we want is a definite plan."

Quebec, Que.—"This road will mean easily \$1,000,000 annually to Quebec," said Mr. Geo. A. McNamee, secretary of the Automobile Club of Canada, as the first party this year to officially inspect the new King Edward highway passed along its route. Mr. McNamee was representing the club and Dr. Desaulniers, of St. Lambert, M.L.A., for Chambly, was the government for the time being. It was the first official look over the completed good road, on the way to Rouse's Point, N.Y. In all nearly twenty miles of the new work is now done, of the forty-five-mile long King Edward Road. In fine weather the new road is comfortably passable from Victoria Bridge to the New York state border line. In bad, wet weather the old St. Lambert to Laprairie section would not be any more "available" than it has for years in the past. But apart from the first twelve miles the motorist really has no great "kick" coming, especially when he looks back a year or more. Where sections of the new road