

the commissioners or their measures, they may demand a new election. In practice this device has been found awkward and unworkable. "If, on the other hand, it could be worked more quickly and smoothly than at present, it would probably have the effect of keeping the political pot boiling nearly all the time. In Galveston, the first city to be governed by an elected commission, the recall is not in force, and it was there contended that it is more of an injury to the commission plan than a benefit, as business-men will not take office where they may be compelled to go through one or more campaigns during a single term."

In some cities in the United States, the number of citizens willing to govern the city at from \$3,000 to \$6,000 a year has been found to be very embarrassing. At the first election in the city of Spokane five commissioners were to be elected, and ninety-two candidates presented themselves. This *embarras des richesses* has led to a weeding-out of candidates by primary elections. In short, the adoption of commission government would probably, necessarily lead to the introduction of the cumbersome political machinery in force in the United States.

It was earnestly contended at the British Columbia inquiry, by some of the advocates of the commission, that when a city reached the size, say, of Vancouver, it became impossible under the aldermanic form of government properly to carry on public business. It was asserted that the executive duties of an alderman, if properly discharged, would consume all his time. If this be so, how is it that municipal government is so successfully conducted in Great Britain? It may possibly be that there councils appoint competent officials, and give them greater latitude in the discharge of executive duties than is accorded to them amongst us; or it may be that in Great Britain municipal government is able to enlist the services of a leisure class with which there is nothing corresponding here.

If for any reason it should become necessary in any municipality to relieve the council to a greater extent than at present of their executive duties, there is a possible solution in the formation of a board of control. Such boards are in existence in several of the large cities of Canada, such as Montreal, Ottawa, Toronto, Winnipeg, Calgary and Edmonton. In Winnipeg the council is composed of a mayor, four controllers, and fourteen aldermen. The mayor and controllers, who form the board of control, are elected annually by a vote of the entire city. One alderman is elected annually from each of the seven wards into which the city is divided, and holds office for a term of two years. Persons eligible for election as controllers must be holders of property rated on the assessment roll of the city at the value of \$2,000 over and above all encumbrances against the same. The council as a whole is the legislative body, and carries on its legislative work through standing committees in the usual way. The board of control is the executive body, and as such deals with all financial matters; regulates and supervises expenditures, revenues, and investments; directs and controls departments and nominates heads of departments; prepares specifications, advertises for tenders for work, material, and supplies required by the city; inspects and reports to the council upon all municipal work being carried on or in progress in the city; and generally administers the affairs of the city, except the public schools, public parks, and the police and license departments. The Winnipeg scheme appears to have worked satisfactorily.

Finally, the British Columbia commissioners recommend that municipalities having a population of 15,000 or over shall have power to pass a by-law (which must be submitted to the electors in the same way as any referendum) providing: (a) That the council shall consist of the mayor or reeve, the usual number of aldermen or councillors, and from two to four controllers; (b) that the mayor or reeve shall be elected annually, and that the aldermen or councillors and controllers shall be elected for a term of two years, half retiring each year; (c) that the controllers

shall give all their time to the business of the municipality, and shall receive remuneration for their services; (d) that the board of control (which shall consist of the mayor or reeve and the controllers) shall have power to employ or dismiss all employees of the municipality, including heads of departments; (e) that the board of control shall have full authority over all the executive work of the municipality, subject to the right of the council to reject, vary, or refer back its actions by a two-thirds vote.

TORONTO'S HARBOR BONDS

The Toronto Harbor Commissioners have sold \$1,500,000 of bonds in New York at 89½. They could have sold them in London to net 90, but as the city have \$6,000,000 worth of bonds under option till September 1st at a satisfactory price, the civic authorities did not wish the harbor bonds sold overseas. These facts have gone broadcast, and in their travels have obtained decorative additions. It was said, for instance, that the city "held a club" over the heads of the harbor commissioners and threatened to withdraw the city's guarantee of the harbor bonds, were they sold in London. A member of the harbor commission tells *The Monetary Times* that there is not and has not been the slightest friction between the two authorities. That is as it should be. Both bodies are working for the good of Toronto, and can, therefore, afford to consider each the other's case in the money markets.

MONTREAL'S GRAIN BLOCKADE

Grain exporters and shipping men are complaining of a situation which has developed in connection with the grain trade through the harbor of Montreal. There were recently waiting to unload about twenty lake grain boats and others were on the way, making a serious blockade in the harbor. Over 800,000 bushels were awaiting an opportunity to be unloaded the other day.

Several causes are said to be responsible. The elevator space in the harbor is insufficient to take care of all the grain offering. The total storage capacity of the harbor is about 5,000,000. To this is being added as rapidly as possible a total of 2,500,000, making altogether 7,500,000 capacity in the harbor. But it is claimed that this is altogether inadequate, and that a total of 10,000,000 bushels will be required. A new elevator, therefore, especially for export trade, with a capacity of nearly three million bushels, will be built by the harbor commissioners. This will bring the total capacity of the elevators of the port to 10,732,000 bushels.

Another trouble is apparently the lack of ocean grain boats. The regular liners are insufficient to take care of all the freight offering, and apparently there are not sufficient inducements to tempt the tramp steamers to visit port. The insurance conditions are said to make trips to the harbor unattractive. As a result, there are not enough bottoms to take the grain away as rapidly as it arrives. Ten years ago there were practically no elevators in the port, yet large quantities of grain were shipped through there by unloading vessels direct into steamships. The means employed were the floating elevators, these being capable of transferring about 40,000 bushels per hour from the lake into the ocean vessels. If the ocean vessels were now available, a large quantity of grain could be handled in this manner irrespective of the elevators.

A third cause of the congestion is the alleged fact that rights over a number of bins have been secured by some of the local grain men, and that these are making use of the bins to store their grain, awaiting higher prices. In particular, it would appear some of these bins are being used to store oats. This is causing indignation, and there has been discussion as to how to force the owners of the grain to ship it out.