

years old, but the other South African cities are much older and all have had time to carry out many municipal works, but there is much left to be done.

With regard to Canadian expansion, it may be instructive to analyse and compare the census returns for the 1911 decenium. The increase in population in Canada was 32 per cent. as compared with 11 per cent. in England and Wales. The province of Saskatchewan had increased 439.48 per cent.; Alberta, 413.08 per cent.; British Columbia, 119.68 per cent.; Manitoba, 78.52 per cent.; Ontario, 15.58 per cent.; and Quebec, 21.46 per cent.

The urban population in Canada had grown 62.25 per cent. as compared with 11 per cent. in England and Wales.

If we analyse the returns still further we find that the increase in a few of the cities were as follows:—Regina, 1243.40 per cent.; Moose Jaw, 787.23 per cent.; Edmonton, 848.21 per cent.; Vancouver, 51.35 per cent.; Fort William, 354.11 per cent.; Toronto, 80.99 per cent.; Saskatoon, 105.23 per cent.; Calgary, 893.72 per cent.; Medicine Hat, 257.20 per cent.; Winnipeg, 221.29 per cent.; Ottawa, 45.27 per cent.; Montreal, 75.73 per cent.

It may be interesting to know that Toronto and Belfast have about the same population but the rate of increase was as 8 is to 1. Montreal and Sheffield are somewhat similar in the number of inhabitants, yet the growth of Montreal was nearly seven times as great as in Sheffield. Winnipeg in 1911 was about three-fourths the size of Cardiff, but the expansion of the former was about 21 times as much as the latter.

Unfortunately, comparative figures are not at present available to contrast the other Canadian cities mentioned, but there is no doubt that their growth has been enormous as compared with English standards. It is palpable that in the West, the development of villages into towns will show an abnormal percentage of increase, but even if such cases are excluded, the expansion was far in excess of what ordinarily occurs in other countries.

The influx of people into Western Canada during the last five years was even greater than in the decenium 1901-1911. For instance, the writer when investigating the question of water supply of Regina, found that the annual increment for five years ending 1912 was about 36 per cent. compound. It is, of course, possible that this rate of increase has been equalled or even exceeded in other cities.

The extension of railways, the great development of the agricultural industry and the immigration of people, demand the creation of new towns and villages to provide for the commercial and social requirements of the inhabitants generally.

The enormous growth of the existing towns and the ever-increasing number of new villages, some of which develop very quickly, give rise to sanitary works, better means of locomotion, more efficient lighting, cheap power, and the many other civic requirements of modern times.

It will be acknowledged that the best policy and the only efficient administration for municipal authorities to undertake, is to carry out the necessary public works as the towns grow, and not to allow the works to accumulate in such a way as to be difficult to be overtaken. It is far cheaper and more satisfactory to carry out sanitary works in advance of the actual requirements, rather than to neglect keeping abreast of the times, and wait until a disastrous epidemic of some disease has broken out, which will not only need eradicating, but also the execution of the essential precautionary works, after causing sufferings and losses which cannot be reckoned in dollars and cents.

The influx of people into Canada, therefore, imposes an important and difficult duty on the municipal authorities, which cannot be safely ignored. That the majority of the

authorities are endeavoring, within the statutory limits of their borrowing powers, to meet the requirements is proved by the calls for capital.

While English municipalities have had fully fifty years to carry out such works, the Canadian cities and especially, the Western ones, are called upon to undertake the same in about ten years. The difficulty is enhanced by the exceptional growth, for engineers find it almost impossible to estimate the future with the same confidence as they can in other parts of the world.

This difficulty is not inherent to city works, for banking corporations have frequently erected buildings which were soon found to be inadequate; railway companies have built railways and structures only to find that it was necessary to enlarge the same almost before completion; governments are guilty of similar delinquency, and business men who erected what others called "white elephants," have had to face similar conditions and exigencies.

Such, then, is the almost universal development of municipal enterprises in Canada. It is small wonder that criticisms have been levelled at civic authorities, both by investors who are not thoroughly familiar with Canadian expansion, and by people who are disappointed to find that public utilities are not developed as in England. The problem is to find the money needed. The financial aspect of this question is probably more interesting than the incomplete description of the conditions which now prevail.

The monetary requirements of a Canadian city is controlled by the total assessable value of the properties, for the power to borrow is usually limited to twenty per cent. of such value.

The next question to be dealt with will be the procedure observed when seeking loans for new works.

In England and Wales, there are the borough councils, which consist of the mayor, aldermen and councillors. The mayor is elected from among the aldermen and councillors for one year, sometimes he is elected from outside the council. The aldermen are elected from among the councillors for a term of six years, and the councillors are elected by the rate-payers for a term of three years. The urban district councils consist of the chairman and councillors.

There is usually a plethora of candidates for these honorary offices, and in the majority of towns the members have held office for many years. In the boroughs the aldermen add more permanency to the membership and policy. There is much to be said in favor of aldermen and also against the institution. Aldermen act like a ballast to a ship, so long as they are sensible and progressive, but there is a tendency sometimes, for aldermen to adhere to obsolete ideas and ignore up-to-date requirements on the plea of economy.

When any English municipal authority has decided to carry out any new scheme, the engineer prepares plans, estimates and specifications, and when these have received the approval of the council, the clerk is authorized to forward a copy of the same with an application to borrow the necessary amount of money, to the Local Government Board, which is a large government department controlling almost everything associated with civic affairs.

In due time an engineering inspector holds an official enquiry in the particular town, when the clerk, mayor, aldermen and engineer place full particulars of the town's indebtedness, population, assessment, borrowing powers, necessity for the works involved, and so on. When they have presented the case the inspector calls for evidence in opposition—if any—and at the close of the enquiry he proceeds to the site to make a personal inspection. The inspector reports to the board and that body sanctions or disapproves of the schemes,