

CANADIAN BOND DEALERS' ASSOCIATION.

The founders of the Canadian Bond Dealers' Association are to be congratulated on the success of their efforts. Started from small beginnings, it is to-day a nation-wide organization wielding an influence that cannot help but be of benefit to the municipalities, particularly in regard to their local financing and in this the Association has the heartiest sympathy of this Journal. From the first the Bond Dealers' Association has done much educational propaganda through its members with excellent results, though we believe that even better results would have accrued had more publicity been given to the deliberations of its conferences. Be that as it may, the Association has given a new meaning to municipal bonds, not only to the councils touching their responsibility in every issue made, but to the small buyers who have been taught to see thrift and patriotism in public investment, whether national or local.

The Priority Board recently established by the Minister of Finance for the examination of all bond issues was one of a number of recommendations that have been made from time to time to the Federal and Provincial authorities, and in the drafting of the Municipal Act recently passed by the Quebec legislature the advice of the Association was sought, and given. The success of the Victory loan was largely attributable to the Association. Such are some of the activities of the Bond Dealers' Association, and now that its field of operations has been enlarged to cover every province its usefulness will be proportionately extended.

CANADIAN Ex-MAYOR AND V.C.

One of the recent recipients of the Victoria Cross was Lieut. James McCormick, D.S.O., who was at one time Mayor of Lloydminster (Sask.), Lieut. McCormick, who before joining the Expeditionary Forces was a rancher, is not the only Canadian municipal executive who has donned khaki by any means, though he is the first to win such signal honors.

TRACKLESS TROLLEY AT BRADFORD, ENGLAND.

Bradford, England, has been operating a municipal trackless trolley since June, 1911 and finds a number of advantages in such system as compared to regular trolley lines. The chief of these is the low capital expenditure, which is only about one-tenth of that required for a system with tracks. Thus it has been possible to supply service to many rural and suburban sections where laying a track would be out of the question. This service is regarded in Bradford as a pioneer, preceding the installment of the regular trolley route and serving as a feeder for such routes. These cars also are used as connecting links between the terminals of existing trolley lines. There are now in Bradford $9\frac{1}{2}$ miles traversed by the trackless service and in 1916 there was a car mileage on such routes of 322,390. Eighteen cars were operated and the total operating cost, including interest and sinking fund charges, was 15.5 cents per car mile. The number of passengers carried was 3,402,985. The average fare per mile was 1.3 cents, fares being rated according to the distance traveled.

Each car seats 20 persons and is run by a motorman and conductor. The current is obtained, from overhead trolley wires and the vehicle runs upon the pavement on solid rubber motor truck tires. The cars are said to be less noisy and less odorous than the gasoline-driven motor busses. They cause considerable damage to the roads over which they run and these require regular attention and care, as a smooth pavement is necessary to successful operation.

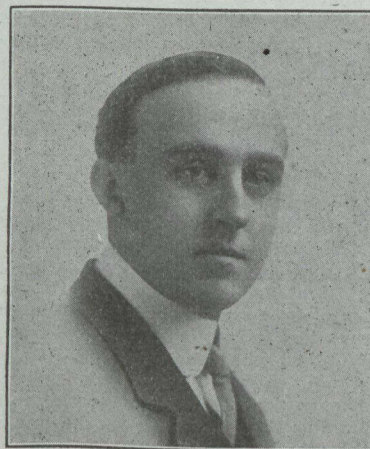
An innovation is the operation of a truck which follows the line of the rails, taking current from the trolley wires, and is operated between scheduled time of the ordinary trolley service. This truck is fitted with accumulators which take their supply of current from the overhead wires, by use of which stored current the truck is enabled to leave the trolley route at any point for delivering goods. —Scientific American.

FOOD APHORISMS.

The Bacon you Save may Save your Bacon.
The Garbage Pail is as deadly as the U-boat.
High Prices are better than a Hun Peace.

DOMINION GOOD ROADS CONVENTION.

The Dominion Good Roads Association will this year hold its annual meeting in Hamilton (Ont.), May 7, 8, 9, 10. It is now five years since this association was founded by a successful congress held in Montreal. The second meeting was held in Toronto, under the presidency of Mr. W. L. McLean, Deputy Minister of Highways for Ontario; the third in Montreal, under the presidency of Mr. A. Michaud, Deputy Minister for Roads, Quebec, and the fourth in Ottawa under the presidency of Mr. D. L. DuChastel, City Engineer of Outremont. The coming conference will also be under his chairmanship. From the first the secretaryship has been held by Geo. MacNamee of Montreal, who has guided the association through the shoals of criticism, that all new organizations have to pass, in a way that has brought much credit to himself, and to the Dominion Good Roads Association. The association has a real future before it. Each conference means



Geo. MacNamee, Secretary Dominion Good Roads Association.

the laying of the foundations for the reconstruction period (the period that will immediately follow this war period) when new roads must be built, and old ones repaired, on a scale never attempted before in Canada. But the preparation must be made right now, and the only way to plan is by the engineers getting together and after listening to papers from experts on some particular phase of road building discussing its adaptation to their respective districts.

In the past the Dominion Association has been fortunate in its choice of papers and speakers, and though we have not yet seen the programme, we understand that it will be quite up to the standard of its predecessors.

FOUL AIR AND DISEASE.

"Free as the air we breathe" is not applicable to foul air. Like most other commodities the latter exacts a toll from everyone who uses it. Lowered vitality, with a consequent predisposition to such diseases as colds, pneumonia and tuberculosis, is the price that is paid for breathing impure air. It is probably true that a large percentage of the homes in countries possessing a climate similar to Canada's are, to a greater or less extent, breeding places for such diseases, especially during the winter months. This is the outstanding reason for the marked prevalence of such disease in Canada, diseases for which fresh air is the most potent remedy.

Tightly closed rooms constructed for the sole purpose of retaining heat, soon become filled with poisonous gases exhaled by the inmates. The remedy is, of course, better ventilation. It can only be a question of time when our governments will insist that scientific ventilating systems be installed in all new buildings. Public health and public opinion will demand it. In older buildings, where the only ventilation is obtained from windows, the air may be "flushed" by opening the windows at intervals for a few moments. This means a loss of some heat, but, if the windows are not left open too long, the saving in doctor's bills will more than offset the extra cost of fuel.—A. D.