

ROAD WORK FOR COMING SEASON

CIVIC EDUCATION.

The Editor:—

I have been reading with much interest the letters in the April number of the Canadian Municipal Journal. Since this subject has been apparently of so much interest in Canada, I take the liberty of sending under separate cover, articles describing an experiment we recently carried out here in Chicago, both with grade school children, and the high school pupils as a form of "laboratory" work in civics.

As you will see from the first paper, the one on "Civic and Social Museums and Exhibits," page 141, we had the children of the 6, 7 and 8th grades make a survey and exhibit of their own school district, and took them on tours of inspection through the city departments.

The paragraph on page 83 of the Chicago Club Bulletin describes an experiment in civic exhibit making by many different classes of a big technical high school (2,000 day pupils and 2,000 night pupils). In other words, the children created an exhibit of their local public health conditions with the purpose of educating their own fathers and mothers and neighbors, as to these conditions and the necessity for improvement in them. We are planning to amplify this article in a bi-monthly issued by the Chicago Normal School.

We think the trouble with civic instruction in the schools has been that there is too much instruction from books which is lifeless. We think the children should deal direct with civic issues in their own environment and begin to participate as citizens while they are yet in school and side by side with their elders instead of detached from them as unfortunately our schools have largely come to be. Unless the whole community can be brought into the life of the school it seems difficult to interpret community relations in more than a formal way.

The third publication "Club Review," describes an attempt to bring through a public health exhibit at the high school, the community and school children into these closer relations at the only assembly building of the neighborhood owned by the community—its school buildings.

Very truly yours,

EDWARD L. BURCHARD,

Sec. Civics Extension Committee, Chicago.

(The extracts enclosed by Mr. Burchard are at the disposal of our readers.—Editor.)

Union of Canadian Municipalities

OFFICIAL CIRCULAR.

His Worship the Mayor, and Council.

Dear Sirs,—

Owing to many enquiries, the Union of Canadian Municipalities has received in reference to the war's actual effects at the present date on the material welfare of the Dominion, it has been thought advisable to get the concerted opinion of our municipal councils, boards of trade, and other public bodies and men, on the subject. With this idea in view is printed below a list of questions which we would ask you to answer and return same at your earliest opportunity.

(Signed) **W. D. LIGHTHALL,**
Secretary.

Name of Municipality.....

No. 1.—How is the war now affecting local business?

No. 2.—Are your industries at present suffering?
Have any of them benefitted?

No. 3.—To what extent?

No. 4.—How is the war now affecting your local charities and social work?

No. 5.—What is the outlook of trade at the present moment?

No. 6.—What are the prospects of your municipality, after the war?

BOARD OF HIGHWAY COMMISSIONERS SASKATCHEWAN.

The Editor,—

The Hon. McNab has handed over to this Department your letter of March 12th, in which you make certain enquiries in connection with appropriations for road work in this Province. In reply to your enquiries, I have to say that the amounts voted by the Legislature for Highway work in this Province for the coming year are as follows:—

Chargeable to Income,

Roads and bridges..... \$500,000.00
Ferry Accommodation 90,000.00

Chargeable to Capital,

Steel bridges on concrete foundations .. \$300,000.00
Improvement of public highways... ..\$1,200,000.00

The above are the amounts voted by the Legislature, but owing to the uncertain financial conditions which have been brought about by the war, it is probable that we will have to curtail our expenditure on road work this year, so that the actual expenditures will be much less than the amount voted. I am unable to say, however, at this writing just what amount will be available.

We have discontinued in this Province the system of grants or assistance to municipalities which had been in vogue for some years up to the end of 1913, by which the Government contributed 50 per cent of the amount expended by the municipalities on certain approved main highways, on the work being done up to Government specifications.

During 1914 and this year, all Government expenditure will be made, in the case of road improvement, by your own Government crews, which are entirely under the control of and paid by the Government. We endeavor, however, to work in harmony with the rural municipalities in order to supplement the work which they may be doing locally, and keeping in view our ultimate idea of providing each municipality with a system of main roads, and our expenditures are limited as far as possible to the improvement of the roads forming part of this main road system.

Yours, etc.,

H. J. CARPENTER,
Acting Chairman of the Board.

PUBLIC WORKS DEPARTMENT OF BRITISH COLUMBIA.

The Editor:

I am instructed to acknowledge receipt of your letter of the 12th instant—in reply, thereto, I beg to enclose herewith for your information copy of Estimates of the Revenue and Expenditure of British Columbia for the fiscal year ending March 31st, 1916. You will find the information you require on page "E" 43 and 44.*

It is impossible for me to give you a classification of the material to be used, as the physical and climatic conditions vary very widely in each of the districts of this Province. Machinery used in connection with Public Highways is the property of the Provincial Government; this consists of road rollers, steam waggons, gasoline trucks, rock crushers, screens, bins, scrapers, graders, ploughs, etc., such as is usually found in connection with modern highway construction.

The estimates as given in the table for Roads and Streets amount to \$1,531,800.

Yours, etc.,

J. E. GRIFFITH,
Deputy Minister & Public Works Engineer.

EXPOSITION VISITORS INTERESTED IN BEAUTY AND WEALTH OF DOMINION OF CANADA.

The Grand Trunk Railway officials in charge of the Company's Exposition pavilion report to headquarters in Montreal that over 2,500,000 people have already visited the big fair at San Francisco.

Thousands of these visitors have admired the showing of Canadian exhibits made by the Grand Trunk, and there is a constant stream of inquiries from people who contemplate future settlement in the Dominion, or desire to return East via Prince Rupert and the Yellowhead Pass.

The Grand Trunk Building was complete and ready for the official opening on February 20th. Since that date the Grand Trunk cinematograph hall has been crowded several times each day with visitors eager to see portrayed on the screen the beauties of the Canadian Rockies, Mount Robson, and the newly-opened up districts along the Grand Trunk Pacific line.