

THE COST OF FOOD IN UNITED STATES AND CANADA.

The following figures taken from the United States Bureau of Labor Statistics show very clearly that the increase in the retail price of food is not near as great as in Canada, which surely is justification for the general demand throughout the Dominion that drastic action should be taken by the authorities to reverse the evident excessive profits not only on food but on all commodities.

The percentage of increase in the retail price of food in the principal cities of the United States, September 15, 1917, to September 15, 1918:

Locality	Percentage of increase.	Locality	Percentage of increase.
United States	16.4	Pittsburgh, Pa.	16.0
Baltimore, Md.	23.4	Cleveland, Ohio	15.9
Seattle, Wash.	23.0	Chicago, Ill.	15.7
Scranton, Pa.	21.3	Manchester, N.H.	15.6
Richmond, Va.	20.6	Boston, Mass.	15.5
San Francisco, Cal. ...	20.6	Omaha, Neb.	15.5
Charleston, S.C.	20.3	Rochester, N.Y.	15.2
Portland, Ore.	20.0	St. Louis, Mo.	15.2
Atlanta, Ga.	19.9	Providence, R.I.	15.1
Los Angeles, Cal.	19.5	Columbus, Ohio	15.0
Washington, D.C.	19.4	New Orleans, La.	14.8
Memphis, Tenn.	19.1	Cincinnati, Ohio	14.7
Newark, N.J.	18.6	Little Rock, Ark.	14.7
Philadelphia, Pa.	18.4	Bridgeport, Conn.	14.4
Louisville, Ky.	17.9	Dallas, Tex.	14.3
Fall River, Mass.	17.6	Birmingham, Ala.	14.3
New Haven, Conn.	17.0	Milwaukee, Wis.	13.8
Kansas City, Mo.	16.6	Indianapolis, Ind.	13.6
Buffalo, N.Y.	16.5	St. Paul, Minn.	12.4
New York, N.Y.	16.5	Minneapolis, Minn.	12.0
Jacksonville, Fla.	16.4	Springfield, Ill.	11.0
Denver, Col.	16.1	Butte, Mont.	10.9
Detroit, Mich.	16.1	Salt Lake City, Utah..	10.0

Municipal Trading—Continued.

Possession. You unfold a Union Jack in London, and tell the careworn cokeney, who pays for his water to a private company more than double what his neighbor across the border pays to the Croydon Corporation, that the Empire stands or falls with the practice of buying water at a price which varies inversely with the quantity consumed, with the right of a water shareholder to a vote in every constituency through which one of his pipes runs, and with the maintenance, free of Probate Duty, of a monopoly granted by James I., and by this time appreciated by 1000 per cent in value. It is all pathetically useless. The municipal trader does not contradict you: he laughs at you. So long as the municipal market is the cheapest market, the public will buy in it; and the protests of the companies are as futile as the protest of the stationer and the apothecary against the stores.

It is not necessary to overload these pages by quoting from the Municipal Year Book, examples of successful municipal trading in verification of the above. Progressive electioneering literature teems with such examples. . . . The County Council returns and parliamentary reports on municipal trading, have so surfeited the public with the facts that a recapitulation here would be beyond human endurance. It is waste of time to force an open door; and in all public services in which the determining commercial factor is practically unlimited command of cheap capital combined with indifference to dividend, the door is more than wide open; it has been carried clean off its hinges by the victorious rush of municipal socialism under the reassuring name of Progressivism.

TAX REFORM IN SPAIN.

Municipalities have been authorized in Spain to tax unearned increment. The tax is graduated according to the profit made on sales of land and ranges from 5 to 25 per cent.

ASPHALT ASSOCIATION AND CANADA.



Mr. Bruce Aldrich, who will take charge of the Toronto office of the Asphalt Association as district engineer of the Canadian District, with headquarters at the office of the H. K. McCann Company, Limited, Toronto, Ont., is a native of London, England. He came to Canada at an early age and began his education in the public schools of Ottawa, returning later to England to complete his studies. From England he came to the United States and after serving as a volunteer in the United States army in the Spanish-American and Philippine wars, he was appointed in 1901 to a position in the office of Inspector of Asphalts and Cements, Engineer Department, District of Columbia, where he served in various capacities testing paving materials under Professor A. W. Dow of New York until February, 1912.

In March, 1912, he went to Baltimore, Md., which city was then beginning operations on the biggest paving program it had ever undertaken, with expenditures aggregating nearly \$15,000,000. Mr. Aldrich organized and equipped the Municipal Laboratory in which were tested all the materials entering into the new paving. As Inspector of Asphalts, he supervised the laying of more than 3,000,000 square yards of sheet asphalt and bituminous concrete, having on occasions as many as seven asphalt plants working at the same time. He assisted also in the inspection of the laying of all vitrified brick and granite block paving laid by the city.

At the outbreak of hostilities between the United States and Germany, Mr. Aldrich responded to the call of the President and served in France as a captain of infantry for one year, returning to the United States and resuming his former duties in Baltimore June 5, 1919. He resigns this office to become connected with the Asphalt Association of 15 Maiden Lane, New York.

Mr. Aldrich will devote his attention to co-operation with officials and engineers in the several provinces with a view to bring about the most constructive results possible in asphaltic highway work.

AUTOMOBILES IN CANADA.

The number of motor cars in the respective provinces of Canada, as between 1913 and 1918, is as follows:

Provinces—	1913.	1918.
Ontario	23,700	109,374
Saskatchewan	4,659	46,880
Alberta	3,773	29,500
Quebec	5,452	28,338
Manitoba	5,406	24,389
British Columbia	6,138	15,828
Nova Scotia	511	8,103
New Brunswick	824	6,475
Prince Edward Island	26	481