

In 1941-42, the municipal assessment in the area covered by the School Commission was \$415,915; by 1954-55 that this had risen to \$607,588. In 1941-42 the school tax yielded the sum of \$2,911.42, whereas in 1954-55 that tax brought in \$15,189.78. The school budget for 1954-55 was around \$36,000; the rest of the budget was made up by provincial grants to the teaching staffs and the F.D.C. grant of \$1,988.63 received on November 2, 1954 for the school year 1953-54. I already explained in another table that the F.D.C. grant is always received more than a year in arrears.

This shortage of revenue is not a problem which is peculiar to Masham, but it is felt in Masham with particular acuteness. The school commissioners are forced to achieve miracles of economy to balance their budget and to keep it down as low as they do, when one considers that there are more than 400 children attending the schools and that they are increasing now at the rate of 50 children a year.

I would like to compare that situation with the one in Masson, where there are 300 children attending the schools and their budget is in the neighborhood of \$100,000; they have at least one-third more classrooms available. Neither the assessments nor the tax rates have gone up as in Masham, since the MacLaren Company alone paid about 90% of the taxes.

Here it should be noted how urgently Ste. Cecile de Masham wishes to see the tourist industry developed by the F.D.C. in order to help Masham solve its financial problems. On analyzing the situation we come to the conclusion that there is an urgent need for a difficult financial system to be set up in the F.D.C. for beautification purposes. The park land included in Masham contains incomparable natural beauty spots which must be exploited for the benefit of Masham.

XXVII—*Problems arising from the Gatineau Park in Masham*

A—Brief survey of the situation prior to the acquisitions of the F.D.C.

It is not my intention to make a survey including all the figures, facts and shortcomings of the past, but I simply wish to point out that prior to the Gatineau Park project that part of Masham containing one-third of the registered lots in the municipality had remained undeveloped, since the third only contributed 15% of the municipal budget while the rest of the municipality contributed 85%. This was the state of affairs before the last World War.

However, according to old-timers of the locality, it seems that at the beginning of the century that part of Masham was one of the most important in the locality and whole generations lived there under financial conditions that were normal for them at that time, supporting themselves by agriculture plus some logging. At that time that region contributed more than 40% of the municipal budget.

The coming of our era of modern progress with mechanization changed the advantageous conditions of that area into disadvantageous ones with respect to the road system and means of communications. The road to the lakes (via Lac Philippe) to Wright and Bytown became obsolete because it was too long and too difficult to rebuild or improve, in my opinion; at the same time a north-south road was built along the Gatineau River. A road north from La Pêche River connecting Masham to that new highway was constructed (1925-29); this took place all the more quickly because the MacLaren Company was operating a water mill near Wakefield. That mill met a need of local agriculture, as the railway lines passing through Wakefield also justified the development of communications toward that place.

Mention must also be made of the fact that Ste. Cecile de Masham also developed along the route of La Pêche River which empties into the Gatineau at Wakefield. On the other hand it must not be forgotten that in those far-off times there was no question of developing the tourist industry.