

Amherst is great in the diversity of its industries. In comparison with its population, no other city in Canada has a greater variety of products.

Some of the many products are: Railway cars—2,612 last year—manufactured by the most complete car company in the world, large quantities of parts of cars sent to other car companies; carriages, sleighs, trucks; Robb boilers, engines and machinery; harness, harness oil, boots and shoes, writing inks, shoe polish, hammocks, carriage and automobile rugs, ladies' dress goods, towels, underwear, sweaters, tweeds, suitings, trunks, bags and suitcases, caskets and undertakers' fittings, furnaces, ranges, enamelware, aerated waters, confectionery, flour, men's clothing, acetylene gas plants; house, bank and store fittings; church pews and furniture.

Some of the quantities produced annually are 10,000 to 12,000 tons of rolled bar iron and steel, about 5,000 tons of grey iron, over 10,000 tons of car axles, and about the same quantity of car wheels; 12,000 tons of blacksmiths' forgings, about 8,000 tons of malleable castings, over 1,000 tons of nuts and about 2,000 tons of bolts.

The annual value of some of the goods produced in Amherst industries are: \$1,000,000 worth of boots and shoes; enamelware, \$225,000; ranges and steam furnaces, \$75,000; underwear, sweaters, cloth, \$400,000; boilers, engines and machinery, \$500,000; wood manufactured for houses, bank and store fittings, church furniture, etc., \$370,000.

The amount of capital invested in 1910, according to the census of 1911, was \$15,763,768. That must now be greatly increased. Each year in each

industry large additions to plant and equipment have been found necessary, and this year plans are made for much greater expansion. The Canadian Car Co. alone will employ 300 additional men when their extensive new building for the making of steel underframe, bolsters and springs, now under construction, is completed.

The total value of output in 1910 of all the Amherst industries was \$4,623,765. In 1912 the value of products of nine of the largest industries amounted to \$6,897,000, \$1,317,000 was paid in wages and the employees numbered 2,775. Besides these a dozen smaller industries are making rapid progress and more are coming. Business comes where business is done and our industries do the growing, not the going.

The Nova Scotia Carriage and Motor Car Co., Ltd., is Amherst's latest industry, and it promises to be one of the largest. Their extensive main building has just been completed, the construction of motor cars begun, and a splendid start made for the year's operations. The building of sleighs and carriages will be commenced this spring. Two hundred men will be employed this year. The success of this company is already assured. Brakes will be used only on their cars, not on their expanding enterprise.

As an illustration of the co-operation and splendid optimism which have contributed so largely to Amherst's steady and rapid growth, we have the introduction of the piano factory investment. Some of the "Pilgrims"—that bunch of busy boosters—seized the opportune moment to call a meeting of

citizens, stated the prospects, and started a wave of exultant feeling which quickly flowed into the pocket-books, and before the meeting had closed \$125,000 had been subscribed, and the acquiring of the piano factory was an assured fact. The work of building and installing has already begun.

The greatness of a city, however, consists not only in its opportunities to do profitable work; opportunities for growth along many other lines are constantly needed. Our workers, whether employers or employees, are far removed from the proverbial dull Jack, and it is becoming more and more widely recognized that recreation is a powerful uplift in the mental, moral, and spiritual life. A good beginning has been made in the encouragement of athletics, and other amusements, gymnasium work, the wider service of the playgrounds, the utilizing of the school buildings as social centres, community work, boy and girl welfare work, and many plans are made for social betterment. The "Greater Amherst" committee, formed of the best, most energetic and most enterprising men of the town in whom "zeal and duty are not slow," are working for all this, as well as for civic improvement, practical education, industrial affairs, and many other matters of the greatest importance to the proper development of Amherst. A city charter has been applied for, and the city planning committee has much immediate work on its hands. They who come to our young city will find a place "of cheerful yesterdays and confident to-morrows"—its past convinces its future. Amherst will lead in Maritime Province development.

Rule By Civic Commission

Experiments in Government by Canadian Municipalities

CANADIAN cities are busy experimenting with commission rule. Everywhere where the yearly-elected alderman still holds sway, there is confusion, vacillation, wasteful expenditure and an absence of progress. In Toronto, Montreal and Ottawa, the people are in an almost hopeless state of mind. Montreal has a fine board of control, but its aldermen seriously interfere with businesslike progress. In Ottawa, there is a fairly good mayor, board and council, but the mistakes of five years cannot be changed in one. In Toronto, the council is fighting the board of control, while the permanent officials baffle the administration.

Commissions are being tried in order to get business methods and economic administration introduced. Every part of the city's work that can be put under a separate commission is being so treated. There are harbour commissions, waterworks commissions, hydro-electric commissions, charity commissions, park commissions, and so on. But the inevitable outcome is commission government—judging by United States experience. St. John and Lethbridge have adopted the "commission, referendum and recall" form of civic administration, and Quebec is discussing it. The great need of civic administration seems to be continuity of purpose and programme, and it seems difficult to get this except under an administration elected for a period of years, and never all retiring at once.

The two letters which follow are written by prominent citizens of St. John, to explain why the citizens of Canada's great winter port adopted and uphold commission government.

As It Works in St. John

St. John, April 12th, 1913.

THERE stands unique upon the statutes of the Province of New Brunswick, indeed in all Canada, an act entitled, "An Act to provide for the Government of the City of Saint John by an Elective Commission," which was passed by the Legislature of the Province of New Brunswick, in the year of grace, 1912, by which the whole Civic Government of the City of Saint John and the administration of the fiscal, prudential and municipal affairs of the City of Saint John became vested in a Common Council, composed of a Mayor and four Aldermen, each of whom is a Commissioner.

The term of office of the Mayor is two years, and the two Commissioners receiving the highest number of votes are declared elected to serve for the term of four years and the other two Commissioners receiving a lesser number of votes are elected to serve a term of two years.

At each succeeding biennial election, a Mayor and two Commissioners are elected, the latter for a term of four years.

The Commissionerships are divided as follows:

(1) Finance and Public Affairs—always the Mayor.

(2) Public Safety, including Fire, Police, Lights, Market and Public Buildings.

(3) Public Works, including Streets, Highways, Squares, Parks, Playgrounds, and Public Recreation Grounds.

(4) Water and Sewerage.

(5) Harbours, Ferries and Public Lands.

The Council meets at least once in each week, and all meetings are open to the public, unless business is being discussed which involves the liability of the city from a legal standpoint.

THE RECALL.

Provision is made for the removal of the Mayor or any Commissioner from office at any time by the voters qualified, and entitled to vote at civic elections.

THE REFERENDUM.

In this, provision is also made for protesting against any ordinance or by-law passed, or about to be, by the Common Council, and for submitting the measure to the qualified voters of the city.

THE INITIATIVE

provides that the citizens, by petition, may oblige the Commissioners to either pass any proposed ordinance or submit it to a vote of the people.

Although this plan of Civic Government has not yet been in force for a year, still there seems to be a general feeling that it will give the greatest satisfaction. Those opposed to the scheme were persistent in putting forward as their main argument that it would be impossible to get good men for Commissioners, and even those who advocated it, while feeling that it had so many advantages, were somewhat afraid that there would be danger in working out the plan if good men were not available, but the elections resulted in the choice of four Commissioners of the best type of our citizens.

They have in this short time clearly demonstrated that the present Saint John plan of civic government is so superior to the old plan of government by a Mayor and sixteen Aldermen, that those most determinedly opposed to the scheme in its inception are now willing to admit that they would never want a return to the old state of affairs.

The Mayor elected had been in office for two terms previously under the old regime, and of course is of the greatest assistance to the Council in taking up their new work.

The Commissioners devote all their time to the duties of their respective offices, and the public find it a great advantage to deal direct with one man, whose business it is to understand all the needs of his particular department.

Of course, time may show some weak spots, but when they appear, it will be an easy matter to make the necessary changes.

We look forward full of hope for the future de-

velopment of Saint John, and we feel that not by any means the least among our advantages will be the Saint John plan of Commission Government, which, though yet in its infancy, has already resulted in action, progress and thoughtful attention to civic affairs on the part of each of the heads of the five civic departments.

J. A. BELYEA.

A Citizen's Opinion

St. John, April 12th, 1913.

ONE cannot consider the St. John plan of Commission Government from the viewpoint of a citizen without a well-founded feeling of gratification that this system of civic control has been instituted.

Commission Government has been particularly successful in St. John from both business and political viewpoints, and, while it is possibly a little early to pass judgment, since the system has been in use for only a year, nevertheless, the better administration of all civic departments, the business-like methods of handling all questions that have arisen and the fact that the Civic Government is now completely freed from every political influence and stands first, last and all the time for St. John and for St. John alone, are features that cannot fail to impress themselves upon even the most casual observer.

The St. John Commissioners have characterized their first year of operation by vigorous administration executed with energy and dispatch. The streets have been put in order, the ferry service improved, the police system investigated and defects remedied.

The civic funds have been carefully and systematically expended and the result at the end of the year, after eight months of commission rule, showed a surplus of \$52,029, of which amount \$31,736 has been applied to the 1913 assessment, reducing the tax rate between 8 and 9 points.

J. M. ROBINSON,

President of the Board of Trade.

TORONTO has had much experience with commissions and finds them increasingly valuable. There is now a possibility that the city will purchase the Street Railway, whose franchise has eight years to run, and put it under another permanent commission. Soon that city will have all its important undertakings managed by civic commissions, entirely independent of its city council and its permanent heads of departments. The council, being yearly elected, cannot carry on any enterprise. The "heads" are mostly incompetent men on meagre salaries. It is quite natural that Toronto will come to commission government—to be followed by Montreal, Ottawa and other eastern cities.