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THE OLD AND RELIABLE HOUSE
OF**HANSON BROS.,**
BOND DEALERS
MONTREAL

Are prepared to consider the
purchase of entire issues of
bonds made by municipalities
large or small

*Correspondence Solicited***HANSON BROS.,**
164 ST. JAMES STREET,
MONTREAL

Established 1883

LOANS MADE TO:
BONDS BOUGHT FROM:

MUNICIPALITIES**A. P. LESPERANCE, Manager**
City and District Savings Bank
MONTREAL**HITTING BACK.—(Continued.)**

"The City of Verdun has asked for the Legislature to authorize the issue of debentures to cover the cost of the extension of the self-supporting water and electric departments of the City of Verdun, also to pay for the cost of the extension and strengthening of the dyke that is necessary to protect the properties of the City of Verdun, and the city has not asked and does not ask, and will not ask that it be freed from the necessity of providing for a sinking fund in connection with the issue of debentures it proposes to issue and no issue of debentures has ever been issued by the City of Verdun without providing the necessary sinking fund to redeem the bonds at maturity.

"Further, the gross debt of the City of Verdun is only \$2,905,000, while the population is 30,000 or per capita approximately of \$97. Your own paper quotes the debt of the City of Montreal as \$120,000,000; your own paper states

in other parts of your paper that the population of the City of Montreal is approximately 660,000. If that be the case the debt of the City of Montreal per capita is not far off \$200.

"I may state that the net bonded debt of the City of Verdun, apart from the self-supporting departments, is only an amount of \$843,000, while the total valuation of the City of Verdun is a sum of \$16,775,000. When you consider that the net debt of the City of Verdun is approximately 5 per cent of the total valuation of the city and under the ordinary law the municipality is authorized to borrow up to 20 per cent of its valuation, you will readily see that the City of Verdun is not in the position that the article in The Star would tend to show."

CONVENTION.**American Road Builders' Association.**

The Ninth American Good Roads Congress and the Sixteenth Annual Convention of the American Road Builders' Association was held at the Hotel McAlpin, Broadway and 34th St., New York City, February 25, 26, 27 and 28.

The subjects which were presented for discussion included the following:

National Highways and Federal Aid for State Highway Improvements.

Relation of Highways to Railways and Waterways.

Efficient Methods of Contracting for Highway Work During the Reconstruction Period.

Efficient Methods of Promoting Highway Bond Issues.

Efficient Methods of Drainage for Different Geological Conditions.

Foundations for Heavy Horse-drawn and Motor Truck Traffic.

Methods of Maintaining Highway Systems Prior to Construction by the State or County.

Economic Utilization of Labor Saving Machinery.

Cost Keeping for Highway Contractors.

Street Systems, Their Relation to Highways Outside of Urban Districts.

The Efficiency of the French Broken Stone Roads During the War.

Efficiency of Bituminous Surfaces under Motor Truck Traffic.

Recent Developments in the Construction, Maintenance and Reconstruction of Cement Concrete Pavements.

Present Status of Brick Pavements Constructed with Sand Cushions, Cement Mortar Beds and Green Concrete Foundations.

Recent Practice in the Construction of Stone Block Pavements.

Committees will submit reports on the following topics:

Regulations covering Speed, Weight and Dimensions of Motor Trucks.

Methods of Financing Highway Improvements for States, Counties and Towns.

Civil Service Requirements for Highway Engineering Positions.

Sources of Supply of Unskilled Labor for Highway Work.

Convict Labor on Highway Work: Organization, Administration, Camps and Cost Data.

Reconstruction of Narrow Roadways of Trunk Highways with Adequate Foundations and Widths for Motor Truck Traffic.

Methods of Strengthening and Reconstructing Highway Bridges for Heavy Motor Truck Traffic.

Efficient Methods of Snow Removals from Highways Outside of Urban Districts.

Guarantees for Pavements on Roads and Streets.

Uniform Highway Signs.

HEALTHY DWELLINGS ARE NEEDED.

"I have been telling men for years and years that if you want to have contented and happy workmen you must see that there is provision for them to live in healthy dwellings. It does not matter what you pay them. You may pay them \$20 a day and reduce their hours to four a day, but as long as they live in hovels and have no elbow room and the environment for their wives and children is unhealthy, these men will always growl and will not be contented."—Peter Wright, Secretary British Seamen's Union, before Canadian Manufacturers' Association.