

Annual report of the Honorary Secretary-Treasurer, W. D. Lighthall, Esq., K.C., ex-Mayor of Westmount, Que., giving an historical sketch of the Union and a review of the work accomplished since its foundation.

Financial report of the Assistant Secretary, G. S. Wilson, Esq.

8.00 p.m.

Report of Committee on Resolutions.

Unfinished business of last convention.

Report of Special Committee on "Uniform Municipal Statistical Returns, and a Uniform Principle of Municipal Accounting."

- (a) H. J. Ross, Esq., of Montreal, Que., for the Committee.
- (b) Reports from the several Provincial Unions.
- (c) Reports from the several Provincial Governments.

Thursday, September 1st, 1910.

10.30 a.m.

Report of Committee on Resolutions.

"The Ontario Hydro-Electric Power Commission." (Present status of).
Hon. Adam Beck, M.L.A., Ontario, Chairman of the Commission.

"The Export of Water Power."

His Worship, H. Williams, Esq., Mayor of Fort Frances, Ont.

His Worship L. L. Peltier, Esq., Mayor of Fort William, Ont.

His Worship, I. L. Matthews, Mayor of Port Arthur, Ont.

Followed by general conference.

"One of the greatest industrial developments of our time consists of the utilization of water by means of electrically transmitted power."

"The flowing waters of Canada are, at the moment—apart from the soil—our greatest and most valuable undeveloped natural resource. They are more valuable than all our minerals, because, properly conserved, they will never be exhausted."

"We agree that those resources which are necessities of life should be regarded as public utilities, that their ownership entails specific duties to the public and that, as far as possible, effective measures should be adopted to guard against monopoly."

2.30 p.m.

Report of Committee on Resolutions.

"Town Planning and Embellishment."

Benjamin C. Marsh, Esq., of New York, author of "An Introduction to City Planning." Followed by general conference.

"A City without a Plan, is like a ship without a rudder."

"An ounce of City Planning is worth a pound of City Replanning."

"City Planning is the most effective method of projecting municipal efficiency."

"Municipal Taxation."

A. B. Farmer, Esq., of Toronto, Ont., Secretary Tax Reform and Direct Legislation League.

In this paper special attention will be given to the desirability of allowing municipalities to place a lower tax rate on building improvements, and business assessments, than on land values.

"The American Financial Invasion."

A general conference.

8.00 p.m.

Report of Committee on Resolutions.

Extra meeting for the public—Lantern lecture.

"Embellishment of Canadian Cities." H. Bragg, Montreal.

"Public Utility Commissions."

(a) Ontario. H. C. Small, Esq., of Toronto, Ont., Secretary the Ontario Railways and Municipal Board.

(b) Nova Scotia. Stuart Jenks, Esq., LL.B., of Halifax, N.S., Deputy Attorney-General of Nova Scotia.

(c) Quebec. Lieut.-Col. F. W. Hibbard, K.C., of Montreal, Que., President Quebec Public Utilities Commission.

Followed by general conference.

8.00 p.m.

"Boards of Control." (Present Status of).

"Municipal Government by Commission."

(a) Montreal, Que.

(b) Winnipeg, Man.

(c) F. S. Spence, Esq., City Controller, Toronto, Ont.

(d) A. Buscharf, Esq., City Commissioner, Edmonton, Alta.

(e) Ottawa, Ont.

Followed by a general conference.

Friday, September 2nd, 1910.

11.00 a.m.

Report of Committee on Resolutions.

"Automobile Legislation."

(a) A. Whitman, Esq., Alderman, City of Halifax, N.S.

(b) His Worship, George Bell, Esq., Mayor of Enderby, B. C.

(c) His Worship, L. D. Taylor, Esq., Mayor of Vancouver, B. C.

Followed by a general conference.

"Level Railway Crossings."

A general conference.

Election of officers.

PETROL MOTOR ROLLERS.*

By H. T. Wakelam, M. Inst. C. E., F. G. S.

Petrol and paraffin motor-driven rollers have now been in use in connection with road work for about five years.

The regulation of gas air, ignition, and lubrication in connection with the motors is automatic. This point in regard to lubrication is of importance, when the class of man used to driving the rollers is borne in mind.

Motor rollers of a convertible type may be purchased, and by an exchange of the rolling cylinders a roller suitable for grass rolling is obtained.

It is claimed by makers of petrol motor rollers that the depreciation charges need not be greater than for the depreciation of those driven by steam, and that a new motor can be placed on a roller for the same outlay as heavy boiler repairs are carried out in connection with steam rollers.

The construction of the rollers is carried out on the principle adopted for the motors of other heavy vehicles. The motor of the former is, however, somewhat simplified, and strengthened to adapt it to the heavy strain of road reparation work.

The back and front rollers are made of hard cast-iron of ample strength and closeness of grain to afford the necessary wearing properties. The back roller is usually 3 feet in diameter by 4 feet wide, with rounded edges of large radius. It is cast in one piece, and arranged to hold, when desired, an additional weight of about three-quarters of a ton of water.

The steel channel frame is of 5 inches by 2½ inches section, stiffly braced, and the fore part is coupled to the front roller by a steering head and bridge. The bridge is arranged to allow considerable oscillation in connection with the front roller, so that when passing over uneven surfaces the frame remains comparatively steady, and is, by the oscillation allowance, relieved of severe strains. Springs are fitted over the back axle to minimize vibration and strains to the frame, motor and gearing.

*Paper submitted at Brussels International Road Congress.