

German city, provided it can show evidence of solvency. The purchase of lands by a city is generally looked upon as good business. Frankfort owns 12,800 acres of land inside the corporation, which is over 50 per cent. of the whole, and 3,800 acres outside, a total of 16,600 acres. Breslau owns 12,800 acres; Cologne, 10,000; Munich, 13,600; Strassburg, 12,000; while Berlin owns 39,000 acres. Mannheim owns over half the land within the corporation limits.

The benefits of large ownership of land by cities are obvious.

1. It enables the authorities to lay out the city to the best advantage, and to make plans for its future development as well as for present needs.

2. It makes it possible to keep factories together in fixed localities.

3. It aids the city in the making of new streets and in the control of buildings and building sites, and avoids conflict with non-progressive interests.

4. It enables councils to make their cities comfortable for residents, beautiful for visitors, and attractive to outsiders, who may think of establishing large business interests there.

5. It tends to put a check upon land speculation. It would be idle to suppose that there is no speculation in land in German cities, but it does not obtain to anything like the same extent as on this continent. German municipal authorities are keenly on the look-out for lands that may be needed to provide for the increase of population, and buy them in the open market. The writer asked the head of the assessment department in Munich what would happen if he were to outbid the city for a

block of land that might soon be taken into the corporation. His answer was to the effect that the buyer might as well, for any gain he was likely to make out of it, dig a grave and bury himself in it; for the city would not allow streets to be made, or light, water, or sewerage to be supplied, until the owner was ready to sell the land to the city.

6. But probably the strongest argument for municipal ownership of land is that the unearned increment accrues to the whole population, and eventually to the benefit of the tax-payer. If only a portion of the profits made in the last four or five years by individuals, in subdividing lands and selling building lots, in our Canadian towns and cities, had gone into the municipal treasuries, our tax-bills would be lower, and our social unrest less active. There can be no doubt that the increase in wealth of the German cities during the last quarter of a century has been to a very considerable extent due to their policy of purchasing large tracts of land, and putting the rentals and the profit upon sales, as they occurred, into the public treasury. The general wealth of the German towns and cities is astonishing. Of course, many of them have owned their lands for centuries, and some have had estates bequeathed to them. But it is a very remarkable evidence of prudent management that in one thousand five hundred municipalities no local taxes are levied. The public revenues cover all the yearly expenses. In several hundred places the revenues so far exceed the annual expenditures that those who would ordinarily pay taxes receive from the municipalities yearly dividends of from two hundred to four hundred marks.



"If you want a million dollars for anything," advised the ubiquitous fellow who always wants something without working for it, "just go up on the Hill and ask for it; they will vote it to you!" When you have been obliged to look five dollars long and tenderly in the face before parting with so hard-earned a possession, the free expenditure of several thousand dollars a minute, appeals by its very mad extravagance. A feeling of boundless monetary power creeps over the spectator in the House of Commons now, as he hears the main estimates and most of the supplementary ones voted. What is twenty or thirty million dollars to us? These were a little slow in coming before the House, but when they came, they were speedily finished up. Said a surveyor, last week, "I left Ottawa officially ten days ago, but as no money has been voted our department I am still in town—on field salary."

I THINK of all the Ministers, Mr. Pelletier has had the busiest and most talkative time. In any bill relating to the postal service, there is certain to be lively warfare between the P. M. G. present and the ex-Post Master. But the Stamp Vending Machine discussion, lately instigated by Mr. Lemieux (and disposed of somewhat to his discomfort), and transportation of mail carriers—to say nothing of the Parcels Post Bill, have kept the Minister almost constantly upon his feet, and his wits sharpened to needle points.

In regard to the last named Bill, the Opposition put up a strong fight, contending that no Minister should be invested with such authority as the Parcels Post Bill would give to the Hon. Mr. Pelletier, as to the fixing of rates and so on. Mr. Oliver voiced the sentiment that the Bill was only brought down for effect, because it could not be carried out before another session, and the contentious ex-post-master argued that there was nothing in the Bill which is not already authorized under a certain section of the Post Office Act. Mr. Burnham then rose to accuse the Opposition of holding up the Bill in order to work in the interest of the express companies, which remark was greeted with jeers. The Bill was read a third time and passed.

But Mr. Pelletier had by no means finished. There was the matter of mail carriers' transportation to be taken up. Let it be known to the everlasting credit of Toronto the Good, that she is the only one of the larger eastern cities apparently combining humanity with business—she carries the hard-working links between Here and There at the lowest rate.

Postmen in Toronto ride for \$34 per head, or \$12,000 a year, for the 355 employed. In spite of this good example Montreal—but then every one knows what to expect from the Montreal Tram Company!—was with difficulty persuaded to come to an agreement by which her postmen may swing by a strap (if they can find one) at \$50 per head, or \$15,000 a year. And Ottawa, the Beautiful, I shame to say, does not exemplify the adage that handsome is as handsome does; rather, the classic maxim which asserts, "The higher, the fewer!" In the Capital, there are but 87 letter-carriers and these are charged at the rate of \$75 per head. The Post Master complained that this was unreasonable, but, you see, Ottawa has bought some new cars.

ONE of the most far-reaching measures put through its final stages was the passing of the Bank Act, as amended by the Senate. Opposition to it was keen and bitter. Eight party bolters on the Conservative side and two Liberals, stood up on their hind legs and hurled defiance in the teeth of their advisory chiefs. The Finance Minister, himself, had to admit that the Senate had done nothing of great importance, allowing the Bill, virtually, to stand exactly where it had stood for the last twenty years. But he urged caution in making any changes—and the Bill passed.

Then the storm broke. A Government caucus was held and the back-sliders by various methods were urged to return to the body of the kirk. The gallons of oil which were poured on the troubled waters were lashed into scalding foam by those who believed in more drastic methods for the submission of the recalcitrants. And it is whispered in the corridor, that they threatened to bite the hand which fed them—those party bolters! They held a double-edged sword over the head of the Prime Minister, threatening to hold up the C. N. R. subsidy contribution unless they could redeem their pledges to the Farmers Bank depositors this session; and they demanded a bonus of \$1,000 for themselves in view of the length and toilsomeness of the session. At the same time, if they get their bonus and do not redeem their pledges to the Farmers Bank depositors, there will be a modicum of hard feeling when our Ontario members betake them to their several constituencies!

MR. NESBITT, North Oxford, objected to the insinuations that lobbyists had too free an access to the House. He said that none had ever

approached him. Mr. Nesbitt is a composite mass of peculiarities; one of them takes the form of a red carnation. Without it, he would not be Edward Walter Nesbitt. Another is his propensity to speak his inmost convictions in the picturesque language of the proletariat—otherwise known as "slang." When a Conservative member rose, not long ago, to protest a certain measure he quoted a great authority on the issue, saying, "The Hon. So-and-So, thinks," etc., whereupon Mr. Nesbitt got to his feet and announced, tersely, "Well, he has another Think!"

A few weeks ago he was taking a party of his daughter's friends through the Buildings. They found the Senate galleries deserted and stood a moment looking down at the venerable body before returning to the more interesting Commons. During that moment, while they stood, however, the alert messenger touched Mr. Nesbitt on the shoulder, ordering him and his party to sit down.

"No one is h-allowed to stan' h-up in de Galler-ee," gruffly explained the autocrat.

"What will they do to us?" asked the member, in mock alarm. "Will they arrest us?"

The messenger shrugged his shoulders. "H-any way, I tell you to sit down."

"Will they put us in jail—like Miller?" persisted Mr. Nesbitt, still standing.

"Dey ought!" replied the person in uniform, crossly. Then he caught sight of the red carnation; he saw that the gentleman had no hat; the awful truth burst upon him—he had been speaking to a member exactly as though he were an atom of the non-political mass!

The party filed out. Mr. Nesbitt in the lead. At the elevator door an obsequious messenger edged close to his man.

"I don't mek de laws," he ventured. "You mek dem—no one mus' stan' in de Galler-ee, an' if I don't see dem carry h-out—"

"Are you going to tell on us?" asked Mr. Nesbitt, in a heavy whisper.

"You mek de laws," repeated the harassed man, "you mus' stan' on dem."

"But you just told us we had to sit," called the member as the elevator went down.

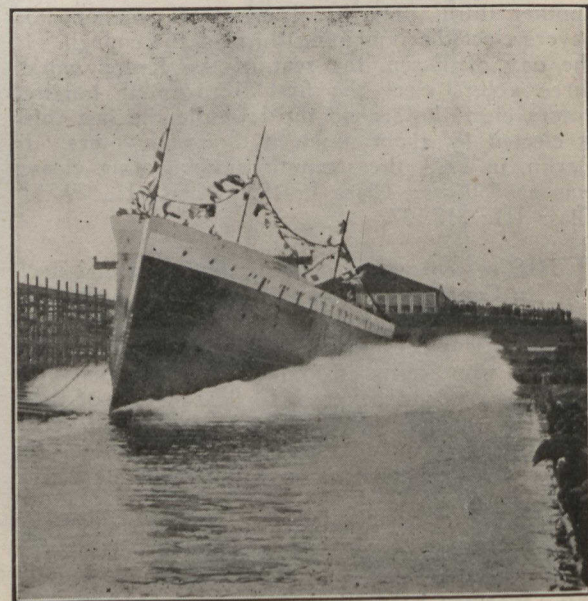
M. M.

Another "Made-in-Canada" Steamship

ON June 2nd, at Port Arthur, the first passenger steamer ever built on the Canadian shore of Lake Superior was successfully launched. This vessel was built by a local company there for the Northern Navigation Company. It will run between Sarnia and Port Arthur in connection with the G. T. R., and will be the flagship of the fleet which is operated by this company. The length of the boat is 385 feet, the breadth moulded 52 feet, and the depth moulded 30 feet. It has a double bottom, eight watertight transverse bulkheads, two collision bulkheads, and six decks.

This beautiful vessel is an evidence that Canada is making progress in the building of ships and that some day a Canadian shipyard may turn out a Dreadnought. The only regret which one may have in connection with the boat is that the steering engines, windlass, capstans and deck engines come from the United States, as well as a good deal of the other machinery. However, the main engines were made in Canada.

The name of the new vessel is the *Noronic*. She will be sister ship to the *Hamonic*, which was built at Collingwood several years ago.



The Launching of the "Noronic" of the Northern Navigation Company's Fleet, Which Will Run Between Sarnia and Port Arthur.