

**PAGES**

**MISSING**

# THE CANADIAN MUNICIPAL JOURNAL

## AND TELEPHONE AND BUILDING NEWS

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### OFFICIAL ORGAN

#### UNION OF CANADIAN MUNICIPALITIES.

##### Provincial Unions of

MANITOBA, BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN  
 NOVA SCOTIA AND NEW BRUNSWICK.

#### CANADIAN INDEPENDENT TELEPHONE ASSOCIATION.

##### CHIEF CONSTABLES ASSOCIATION OF CANADA.

Although the Canadian Municipal Journal is the Official Organ of the Union of Canadian Municipalities, the Unions of Manitoba, British Columbia, Alberta, Saskatchewan, Nova Scotia, and New Brunswick Municipalities; of the Chief Constables' Association of Canada, and the Canadian Independent Telephone Association, these are not responsible for any other matter published in it than what in each article or item itself is stated to be authorized by either of these bodies.

Letters are invited on all subjects relative to municipal matters, and those of a critical nature will be welcomed and given a place so long as they are proper and free from personalities.

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This issue is FOUR THOUSAND TWO HUNDRED COPIES.

### No Party Politics

At the annual meeting in Toronto of a ward political association, two speakers advocated a Conservative Mayor, a Conservative Board of Control and a Conservative majority in the Council.

\* \* \*

Why not have also a Conservative minority?

\* \* \*

One splendid feature of Toronto has been the suppression of politics in municipal elections.

\* \* \*

Both parties have tried to drag politics in, and have succeeded partially.

\* \* \*

But the citizens have, on the whole, ignored party politics.

\* \* \*

And thus shown their wisdom.

\* \* \*

Can either party claim municipal omniscience?

\* \* \*

Is a Conservative alderman always better than a Liberal one: *et vice versa*?

\* \* \*

The tax payers want capable and honest men.

\* \* \*

Are all these in one party, none in the other?

\* \* \*

What argument is there in favor of a strictly party Council?

\* \* \*

If the majority is all of one party, is it therefore the best?

\* \* \*

Fortunately, party lines are becoming less stringent, even in Federal politics.

\* \* \*

In fact a party of independent voters is arising to bless the country.

\* \* \*

Why keep alive the narrow, party spirit where it is absolutely out of place and worse than useless.

\* \* \*

It is childish to talk about working for a Conservative or a Liberal Council.

\* \* \*

What every citizen who loves his city wants, is a Council composed of the best citizens.

\* \* \*

The way for a city to succeed is to have an active progressive, clean Council.

\* \* \*

Let every loyal citizen in every municipality in Canada drop the party cry in municipal politics.

V. A. Grant.

## The Cement Merger

"A measure will be submitted to you for the purpose of rendering more effective the present legislation respecting combinations which unduly enhance prices."

The above paragraph appears in the Speech from the Throne at the opening of the Dominion Parliament, following the agitation commenced by the Union of Canadian Municipalities to protect the municipalities against any unfair action by the recently formed Cement Merger. It shows that the Union has not been in vain, taking the lead in legislation which is for the betterment of the citizens generally. A compliment once paid by a Provincial Premier to the Union was that all it ever advocated was the good of the people, without the shadow of an axe to grind.

The paragraph quoted above means that the Government is prepared to protect the people against unjust prices which are possible because a Merger has virtually eliminated all competition, and the manufacturer can charge what he likes, because of our system of Protection against foreign manufacturers.

The present Government has, very wisely, made no abrupt break in the protective system inaugurated by the National Policy of its predecessors, both because of existing revenue, and because without it the manufacturing industries of Canada would have been swept away by the dumping competition of our neighbours to the south. But the protection must be reasonable, and when combinations only result in heavy rises of prices to the public, immense issues of watered stock, undue profits to the makers, and the ruin of competitors, then it is time for the Government to step in and protect the consumer. And this the Government is evidently prepared to do.

The policy is a good one, for no one would like to see the Dominion, its Parliaments, Press and Judiciary dominated by Mergers, and the general public bled white as those across the boundary are to-day.

Canada is on the eve of just the same tremendous development as was seen in the States after the war. There it was exploited by far seeing men, who took advantage of it to concentrate commercial power in few hands, take immense rake-offs for watered stock, and form trusts that have been a curse to the country. We do not want any copy of the Standard Oil Company in Canada. We must take warning in time. We have recently seen the price of rubber shoes forced up to \$1.25 a pair which could be bought within five years for sixty cents.

Let it be distinctly understood that neither the Union of Canadian Municipalities, nor this Journal, stands against capital. But a fair deal for the public good requires Public Control; and this is an absolute necessity if the people are to receive the justice to which they are entitled.

The municipalities are showing, by numerous resolutions of Councils received from everywhere throughout the country, that they intend to permit no trifling with their interests in the matter of cement, and their stand is indicative of the temper of our population on the whole merger question.

The people of Canada are by no means helpless.

## A Subway in Toronto

The congestion of traffic downtown in Toronto has raised the question of constructing an underground railway, and the matter has been brought before the Council by Controller Hocken. After a full discussion, it has been decided to submit the general question to the ratepayers for their decision. The plan outlined is to undertake a system of underground car lines for 2¾ miles, and surface line for 18 miles, at an estimated cost of \$4,885,000. The underground lines will be on Front St., from the St. Lawrence Market to the Union Station; along Yonge St. from Front St. to St. Clair St., and along Bloor St., East from Yonge to the corner of Broadview and Danforth avenues. From the end of the underground sections, the surface lines would be continued.

The estimated receipts would more than provide for the expenses and interest, so that its construction would not add to the City's expenses. Controller Hocken argues that this will solve the question of communication between the outlying parts and the centre of the city, and not interfere with the street Railway.

## The First Steamer in Canada

One hundred years ago on the first of this month, the first steamboat in Canadian waters took her maiden voyage. This was the "Accommodation", built by Mr. John Molson, of Montreal, to ply between that city and Quebec; she was 25 feet long, and could accommodate 20 passengers, but only ten heroes were found willing to embark in the first trip. The fare from Montreal to Quebec was £2,10s., meals included, but from Quebec to Montreal it was £3. The trip down took 48 hours, but up took a good deal more. The venture by Mr. Molson followed that of Fulton, on the Hudson, but Fulton copied the earlier steamboat of Symington, built and operated in Scotland, and also bought his engines in England, while Mr. Molson had his steamer and engines built in Canada.

## Aid from Municipalities

In recent bulletin of the Department of Agriculture of Saskatchewan, Mr. Hedley Auld, the chief of the Bureau, calls attention to the difficulty of distributing the farm laborers in harvest time where they are most needed, and makes the following valuable suggestion. That the various rural municipalities should instruct their secretaries to keep a register for the use of the farmers in making known what help they require. Then the secretary, who usually resides in the town or village on the railway, could meet the harvesters' trains, and secure the number required for his municipality. This plan would save the time of all concerned, and not occupy the secretary for very long.

## Street Cars St. Lawrence

On Thanksgiving Day, the first Electric Car crossed the St. Lawrence River, over the Victoria Jubilee Bridge at Montreal. This was the inauguration of the Southern Counties Railway Co., which is controlled by the Grand Trunk, and will be utilized as an electric system for the district on the southern mainland, opposite Montreal. The charter calls for a total mileage of 360 miles.

## The History of Cement Merger

(Specially written for the Journal).

It was early in the present summer (1909) that the first rumors of a cement merger were heard. These appeared in the public press, in connection with sales of International Cement stock. This stock had been paying 10 per cent, and sold from 116 2-3 to 122 in 1908, and had sold as low as 123 in 1909. Along about June or July, it had worked up to the vicinity of 155 to 160, at the end of July had advanced to 185, a few days after, being up to 195, and later on easing off to 180 or 185. The movement naturally required an explanation; and the explanation expedited the movement. It was that a Cement merger was being established in Canada. During the latter part of July and the month of August, many statements of a more or less indefinite character were given out concerning the merger, and the issue was made from the 15th to the 22nd of September.

In September it was learned that the name of the company would be the Canada Cement Co., and that its capital stock would be as follows:—

### Capital Stock.

Authorized.		Now to be issued.
\$11,000,000	7 per cent cumulative Preference Shares . . . . .	\$10,500,000
19,000,000	Ordinary Shares . . . . .	13,500,000
<hr/>		
\$30,000,000	(Divided into shares of \$100 each) . . . . .	\$24,000,000

### BONDS:

\$8,000,000	6 per cent First Mortgage 20 Year Gold Bonds . . . . .	\$5,000,000
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Of the above securities, the amount offered for subscription was \$5,000,000 of preference shares, the same to be issued to the public at the price of \$93 per share, purchasers to receive in addition thereto 25 per cent par value of common stock. Final payment for the stock was to be made on the 15th of December.

Firm subscriptions had previously been received for \$3,200,000 of preference shares.

From certain indefiniteness regarding the inclusion of the Lehigh Portland Cement Co., of Belleville, Ont.; one might assume that difficulties had arisen in connection with negotiations for the company. The Lehigh is understood to be the Canadian end of the American company of the same name, the Vulcan Portland Cement Co. of Montreal being the Canadian end of the American Vulcan Co.

Eventually the merger was consummated, the following companies consenting to come in:

- Lakefield Portland Cement Co., Ltd., Montreal, Que., and Lakefield, Ont.
- Owen Sound P. C. Co., Ltd., Shallow Lake, Ont.
- Alberta P. C. Co., Ltd., Calgary, Alta.
- Belleville P. C. Co., Ltd., Belleville, Ont.
- International P. C. Co., Ltd., Hull, Que.
- Vulcan P. C. Co., Ltd., Montreal, Que.
- Lehigh P. C. Co., Ltd., Belleville, Ont.
- Canadian P. C. Co., Ltd., Marlbank, Ont., and Port Colborne, Ont.

The Canada Cement Co., Ltd., by means of contracts already made, also proposed to acquire control of a majority of the shares of the capital stock of the following companies:

Western Canada Cement and Coal Co., Ltd., Exshaw, Alta., and Eastern Canada P. C. Co., Ltd., Quebec.

It was estimated that the capacity of the combined plants is in excess of 4,500,000 barrels per annum.

There are two essentially different methods of cement manufacture employed in Canada, the "marl process" and the "rock process." The rock process is considered to be vastly superior to the marl, not so much in point of quality of the product, as in quantity and economy of manufacture. The plants embraced in the above list only included two or three marl plants, which in all probability had to be taken into the merger in order to secure the very excellent rock plants owned by the same interests. This for instance was the case probably with the Owen Sound Co., which is closely connected with the Lakefield rock plant of Montreal. The Marlbank plant of the Canadian P. C. Co., was a similar instance. It is understood that the merger includes every rock cement plant in Canada east of the Rockies.

### Basis of Capitalization.

No authentic information, regarding the values at which the different companies were taken into the organization, or the terms of purchase, was made public. In fact, it is worthy of remark in this connection that the organizers of the company were under the necessity of avoiding the Ontario law in the matter of the advertising of their issue, the papers having published such items of news, or such advertisements as were published, without having any contract therefor.

It may be of assistance, however, to learn that the capital stock of the International P. C. Company is \$1,250,000, and it is one of the best and most modern plants in Canada. Allowing similar capitalization for each of the companies—which should be an exceedingly liberal allowance—a total capital of \$15,000,000 is arrived at. The merger issued \$13,500,000 common, \$10,500,000 preferred shares and \$5,000,000 bonds, the authorized preference and common shares thus amounting to \$30,000,000, apart from the bonds.

### Prices of Cement.

According to the only official statement obtainable, the average price realized by the various companies at their mills, during 1906 was \$1.65 to \$1.70 per barrel; in 1907 it was \$1.60 and in 1908, \$1.39. Naturally no official statement is obtainable for the present year, but there is every reason to believe that during the first half of the year, the average price at the mills was not over \$1.00, and that sales were made which netted the companies 80 cents, and even less, at the mills.

### Cost of Production.

On enquiry it seems not improbable that the cost of production at some of the plants—such probably as marl plants—is as high as \$1.10 a barrel. One statement places the cost as high as \$1.15 per barrel, but it is difficult to say how accurate these figures are. Another manufacturer stated that the cost of production at the Lakefield rock plant, in Montreal, was now, or could shortly be brought to, 60 cents or 65 cents per barrel and it is claimed that a leading official of the company made the statement that he could even reduce the cost to 55 cents per barrel. Other plants, according to the perfection of their machinery and the advantages of their position with respect to raw product, and labor, will doubtless come within the extreme range given.

## Demand and Supply.

The Government returns show the following results in barrels:

	Canadian.	Foreign	Total.
1904.. . . . .	908,990	784,630	1,694,988
1905.. . . . .	1,541,568	917,558	2,264,106
1906.. . . . .	2,152,562	666,931	2,785,695
1907.. . . . .	2,491,513	672,630	3,108,723
1908.. . . . .	3,495,961	469,049	3,134,338

## Number, Nature and Capacity of the Plants

According to the latest available statistics, the number of the cement plants in Canada is 23,—12 of these being included in the merger. The plants are situated as follows: One, in Nova Scotia, using blast furnace slag; one in Manitoba, making a natural Portland Cement; one in British Columbia, two in Alberta and three in Quebec, using limestone and clay; while, of the 15 in Ontario, 12 use marl and 3 limestone.

The theoretical daily capacity of the factories using marl is 10,400 bbls., that of all the others being 17,100 barrels. The total theoretical capacity of the 23 plants is 27,500 barrels per day, but these estimates are based on short runs under advantageous conditions, and the merger only places the capacity of its plants at something above 4,500,000 barrels per annum—and the plants of the merger certainly have a very much larger capacity than those out of the merger.

## Effects of the Merger.

It has been denied that prices have been advanced by the merger. The fact is, however, that sales of cement are now being made in Montreal at \$1.30 per bbl. of 350 lbs., exclusive of package, whereas they were previously made at \$1.15 and \$1.10 per bbl., and in some instances even less had been accepted. A very good average was probably \$1.10 to \$1.15.

One of the advantages to the merger is the elimination of freight rates as much as possible, each factory supplying the demands of its section. Another claim is the elimination of the "middle man," or jobber.

The organizers of the merger are at liberty to make what statements they please as to the objects of the merger; but the public is concerned with *what will be the actual effects*. The cement business of Canada, as can be seen from the foregoing, was face to face with a situation which could hardly have been grappled with. The merger has practically eliminated competition from Canadian plants. It has secured all the rock plants east of the Rockies, and those further away might as well be in another country, so far as being a factor in competition is concerned. It has left a number of plants independent of its control, in the area of competition, but there is good reason to suppose that these are not able to compete owing to the cost of manufacture. Freight rates alone would make it inadvisable for capitalists to erect other modern plants, unless a time should arrive when the consumption became greater than the capacity of the plants of the merger or when local requirements, for some special reason, gave promise of being sufficient to keep an independent plant employed in some particular location.

Hence, it would seem that the only practical suggestion for the protection of the public, is that of keeping the tariff sufficiently low to enable cement to come in from abroad the moment prices become too high here.

The regular duty is 12 ½ cents per 100 lbs. This means 43 ¾ cents per barrel of 350 lbs., the preference, in the case of Great Britain, reducing this by one-third, or to 29 ¼ cents per barrel. In the case of Germany, it is 58 ¼ cents per bbl., or practically as much as the cost of manufacture in the best plants. Nevertheless, in 1908, when the average price of cement was reported at \$1.39 per bbl., the importations of foreign cement were reported at 469,049 barrels. This year, it is not likely that the importations will be large, the selling price in Canada being so low.

## Mayor Chisholm's Opinion

The delegate from the most distant point to the Convention of the Union of Canadian Municipalities was His Worship Mayor Chisholm, of Halifax, N. S., who had to travel no less than 6,026 miles to represent his city and the Union of Nova Scotia Municipalities. He, very properly, gave a formal report of the Convention to his council mentioning the different subjects which were brought forward; and the closing paragraphs of the report are very suggestive to the municipalities generally. He says:—

"I feel persuaded from what I have seen and heard that the Union has been doing, and will continue to do, useful work. It is highly desirable that in the future the Conventions should be held at central points, so that without great loss of time, without great expense, delegates can attend from most of the Canadian cities.

"Let me remark in closing that in order that the Aldermen of our City should be kept in touch with what is going on in other cities, and that we might have the benefit of the experience of those who are working out municipal problems elsewhere, it would be a good idea for the Council to provide and pay the subscription price of THE CANADIAN MUNICIPAL JOURNAL for each City Alderman. It deals with purely municipal matters, and would help to develop an increasing interest in the numerous civic questions with which City Fathers have to deal in our day."

## Towards the Land Tax

The Government of Ontario is receiving petitions from many County Councils asking that farm buildings be exempt from taxation. The argument is that would tend to the occupation and improvement of vacant lands.

Quite true. But why should the farmer have his farm buildings free, and pay taxes on his house?

Or why should the farmer escape taxes on all his buildings, and the storekeeper in the village pay on his buildings.

In fact, why not tax land alone, and encourage building?

## A Mayor has Freedom

The decision of the Court of Review, chronicled on another page, that a Mayor is not compelled to carry out the orders of his Council if he considers them to be against the interests of the municipality, will come as a surprise to most people, who have believed that a mayor is the servant of the Council, and must carry out its orders. In other cases, courts have given a very different decision. The question therefore arises, which is correct?

# Union of Nova Scotia Municipalities.

OFFICERS AND EXECUTIVE COMMITTEE FOR 1909-1910:

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*Secretary* : ARTHUR ROBERTS, Esq.,  
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W. K. DIMOCK, Esq.,  
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*Auditor* : F. H. BELL, Esq., City Solicitor, Halifax.

## Fourth Annual Convention Yarmouth, N.S., 1st and 2nd September, 1909 (Official Report.—*Concluded*).

1st September.—Evening Session.

The Resolution Committee presented the following resolutions:—

Moved by Mayor Richardson, Sydney, seconded by Secretary Doane:—

“That the question of Uniform Municipal Statistical Returns be referred to the incoming Executive, with the recommendation that copies of the report thereon from the Union of Canadian Municipalities be sent to the Clerks of all the Municipalities in the Province with a request for suggestion, and that a report with recommendations be presented to the next Convention.” Carried.

“That the suggestions as outlined in Mr. Bell's paper be endorsed and referred to the incoming Executive.” Carried.

Moved by Recorder Rogers, Amherst, seconded by Warden McMahan, Kings County:—

“That the attention of the Attorney General be called to the unsatisfactory state of the clauses of “The Poor Relief Act” relating to the removal of paupers, and that he be requested to introduce legislation with a view to simplifying and improving the law on this subject.” Carried.

The following letter from Mr. Stewart Jenks, Deputy Attorney General, was read.

Dear Mr. Doane:—

In reference to the matter of proposed by-laws for the towns, it is impossible for me to attend the meeting of the Union as suggested.

I have been doing some work in the preparation of by-laws, particularly on the subject matter of transient traders and licenses, which I find somewhat difficult. I am desirous that this work be done thoroughly. The by-laws, when completed, should be such as, by their merit, will commend themselves to the Recorders of the various towns and municipalities, if we are to expect their general adoption.

I have found the work a much greater task than I anticipated. It seems to me that it will be desirable that some legislation be passed at the next session providing a method by which these by-laws may be adopted by the towns in whole or in part. I would suggest that your Union appoint a committee to act with me in the matter, that we may have the by-laws completed by the end of October or first of November, so as to allow time for

distribution to the Recorders, that we may receive criticisms and suggestions.

There are some matters as to which there is little uniformity in the by-laws of the various towns, in many of which it seems to me that uniformity is desirable. It would be advisable to adopt uniform by-laws, for example, as to the method of taking votes at ratepayers' meetings. In most of the towns these votes, I think, are taken openly by a show of the hands. It seems to me that ballot voting might advantageously be adopted in all. It may be that some of the Recorders have doubts as to the legality of a ballot in such circumstances under the present legislation. I do not think however that there is any real difficulty as to this and if necessary the statute can be amended so as to remove any doubt. There is an English case in the Privy Council which I think settles the legality of ballot voting in such circumstances.

I have discussed the matter of these by-laws somewhat with Mr. MacCoy and he is in possession of my ideas on the subject.

I regret that the absence of the Attorney General from town and other matters make it impossible for me to attend your convention.

Yours faithfully,

Stewart Jenks,

Deputy Attorney General.

The Secretary was instructed to inform him that a By-law Committee had been appointed to act with him in revision of same.

On motion, Solicitors F. H. Bell, Halifax, Arthur Roberts, Bridgewater, T. S. Rogers, Amherst and Finlay McDonald, Sydney, were appointed as the Committee.

Then followed an address on

### “The Investment of Sinking Funds.” Mayor Mulhall, Liverpool, N.S.,

who had not prepared a paper, but merely thought to obtain the opinion of the Union on this question. A large number of towns have from time to time issued Debentures for various purposes in connection with Municipal matters. The statute says sinking funds must be placed in a Bank. Municipalities should have the right to invest their sinking funds in securities and not be tied up to placing them in a Bank. He pointed out the decided advantages of such a course being open to Municipalities and urged that this Union ask for

legislation along these lines. On motion it was left to the incoming Executive for report.

Recorder Rogers, Amherst, called attention to Chapter 4, Acts of 1909, and particularly to section 6. He suggested that Municipalities should be allowed to buy Municipal securities with their sinking funds. He did not approve of sinking funds being used to buy their own Municipal Securities.

Mr. Doane then read his paper.

### Width of Roads

**F. W. W. Doane, C. E.,**  
City Engineer, Halifax, N. S.

The unnecessary width of country roads and city and town streets would perhaps be a more appropriate and comprehensive title for the brief address contemplated in the preparation of our programme.

The subject should be considered under two distinct headings. First—The perhaps unnecessary width between boundaries; second—the unnecessary width of the roadway constructed and maintained for the use of wheel traffic.

In laying out country roads through undeveloped and perhaps useless land, the cost of acquiring a four rod right-of-way may be little, if any, in excess of that for a two rod road. After the road is opened and settlers or land owners develop the property on each side it increases in value, and consequently the cost of subsequent road widening may be much greater than the original cost. Houses and other buildings may be built close to the road; fences, hedges, stone walls, ornamental and shade trees, wind breaks, flowers and shrubs may occupy the land immediately adjoining the road. All these improvements, and even the proximity of houses which are not immediately on the road boundary increase the cost of road widening.

Looking only at the first cost of the right-of-way, and with a view to the future, it would seem to be the part of wisdom to acquire the four rod width. The question may be asked here, however, if you are going to argue that four rods is an unnecessary width for a country road why should that width be acquired at all? Why not acquire only the width absolutely necessary?

That question has been answered partially in the preceding paragraphs. In the woods, in unsettled and uncultivated districts one half of the four rod right-of-way is ample for all present requirements, but who can foretell the needs of the future? The wheel traffic of to-day cannot accommodate itself to the narrow lane of the past. The oxteams of our forefathers could haul out into the bush to pass a traveller journeying in the opposite direction. Such treatment for a rubber tired buggy or automobile is out of the question. This new and progressive style of transportation can be accommodated, however, on less than four rods. In fact, outside of the city, town and large village, a width of two rods is ample for traffic needs and for roadway construction. If there were no other consideration we should have to decide only if it is probable that the natural features and facilities for reaching the outside world would justify the municipal authorities in deciding that the future settlement would grow into a village and the village to a town. Even after arriving at a favorable conclusion it is a question whether the present generation should provide for the future or leave posterity to look out for itself. There is another consideration, however, which no doubt would carry more weight than any other hereinbefore mentioned.

Presumably the special reason for making the country highways so wide was that there might be plenty of

material available along the roadside for mending the roads in the old-fashioned way of throwing material from either side into the center of the road regardless of suitability of the material for road purposes.

Now that better ideas on road construction are gaining practical recognition, this argument for wide highway reservations, only one-fourth or less of which is used, loses much of its force. Of course there are hundreds of miles of little used country roads which must be repaired in the future as in the past with whatever adjacent material can be most cheaply thrown into the roadway. The most that can be hoped for on these highways is that the road scraper, drag and roller will be substituted for the plow, pick and shovel. By such means the best possible use will be made of such material as is closest at hand, and what is more to the point of the subject under discussion, extra wide highway reservations hundreds of miles in length will not be required in order to make available a chance deposit of gravel here and there.

When a new road is located gravel deposits should be sought at the same time and all necessary borrow pits either alongside or off the highway should be acquired while land is cheap. Rarely indeed do the demands for road material call for a continuous four rod right-of-way even under the old system of road construction and repair, and the difference in cost would perhaps pay for the borrow pits.

Even in the village from two rods to two and a half is ample if borrow pits can be provided, say every half mile. When borrow pits are made between the travelled roadway and the road boundary, most unsightly conditions are created, and no matter how attractive the private property may be the appearance of the margin of the highway destroys, the effect which the labor, care and expenditure of the householder has aimed at.

The greater the width of the travelled roadway the greater the cost of construction and maintenance, and in this country of frost and sunshine the greater the difficulty in maintaining a satisfactory surface. Carriage wheels use about five or six feet of road surface and the widest vehicles can pass on a fifteen-foot width yet it is not unusual to see parts of country roads twenty-third, and even forty feet wide between ditches. Furthermore, road foremen continue to repair the full width of such wide places for no other reason than that their predecessors did it, although the rest of the road in their district may be less than half the width of such places.

In Nova Scotia conditions no country roadway more than one rod wide can be thoroughly, easily and economically drained. The result is that the frost and rain destroy the road surface and when the frost comes out in the spring it leaves it so uneven that it holds water all over it. This keeps the top softened so that it can be cut and ground by traffic making holes and ruts deeper. When the heat of summer dries the surface water, the covering material blows off in dust or remains to make mud when the wet and frost return.

The nearest treatment to a preventive is a one-rod roadway well rounded and well ditched or guttered. On existing roads, the majority of which are flat or hollow in the middle, the sod on the side of the road next the ditch should be dug off and thrown outwards across the ditch. The material under the sod is very often good road repairing material and in such case should be dug down and thrown into the center of the road, thus narrowing the road and raising it in the middle so that the rain will run off and out of the road instead of sinking into it. Where the road is very wide new

ditches or gutters should be cut closer to the center.

Along village roads, after the best of the material along the sides has been removed, the margin outside the travelled way is left in a condition which seldom reflects credits on anybody, interested or otherwise. Gravel pits full of water, pollywogs and dirt, bare boulders, weeds, stumps, brush and rubbish have become such a common trimming that only the stranger notices the unsightliness of such decorations. Would it not be far preferable after the available suitable material has been removed from the margins to use only a right-of-way two rods or two and one-half rods wide and allow the property owners to use the rest. The majority of the property owners would remove the objectionable features and the whole community would reap the benefit. The rights of the public could be easily protected and preserved by preventing permanent encroachments. Of course special legislation would be required and it must be well thought out so that every precaution would be taken to prevent the title passing from the public to the private property owner. It may be that such a course would not be practicable at present, but as appearance is becoming more important in public work than it has been in the past the question is well worth more than a passing thought.

In those sections of the country where the unused portions of the highways rapidly grow up with weeds and underbrush the growth should be cut annually. This entails considerable trouble and expense without any compensating return. If the fence line were removed (under lease) nearer the roadway the ordinary operations of tillage would keep down the weeds and brush where the land is under cultivation.

In some parts of the country, pasture lands excepted, fencing is neither so necessary or common as it once was. In the absence of fences there seems to be no good reason why land worth cultivation should not be cropped to the ditch line, thus utilizing all the land not required for road purposes, while at the same time keeping down noxious weeds and objectionable brush.

The arguments in favor of reducing the width of the roadway of city and town streets to the actual needs of vehicular traffic are even more forcible, relative length of roadway considered, than those for narrowing country highways. With one or two exceptions, Nova Scotia towns have no permanent pavements. Few towns have macadam or similar improved roadways and are able to keep all their roadways in good condition. With the constantly increasing demand for a better roadway and for a form of macadam construction that will be dustless, it will become more and more difficult to secure sufficient funds to construct and maintain good street surfaces from curb to curb of the hundreds of miles of unnecessarily wide streets that now extend through our towns.

It is not the intention to argue in favor of a reduction of the width of town streets between street lines, but of the roadway only. The extra width between lines becomes an absolute necessity for the admission of fresh air and sunlight, general comfort and esthetic purposes, especially when high buildings are erected along the thoroughfare.

The narrow street of to-day may have to be widened in the future to meet growing traffic demands. A sixty or sixty-six feet width for business streets leaves no margin to work upon when heavy foot traffic requires sidewalks ten or twelve feet wide or more, and double track street railways and cars occupy at least sixteen feet of the roadway.

On the residential streets, however, where there is

no probability of a street railway being constructed in the future, where both foot and vehicular traffic are light and where blocks are not too long between intersecting streets, a great saving in maintenance charges and a great improvement in appearance may be made. On such streets a twenty-four feet roadway is ample and on hills even less may suffice. It is most important, economical and advantageous to make the roadway on a hill (especially a steep one) as narrow as traffic conditions will permit. The narrower the width the less danger there is of the roadway being washed out by rains. It can be well sprinkled in one trip of the street sprinkler, and that is absolutely necessary in hot weather to prevent horses from tearing or ravelling the surface. The area to be kept in repair is less, consequently the street appropriation will go farther.

On such streets usually a five or six feet sidewalk will accommodate pedestrians and the remaining space should be covered with grass. The sod after it gets a good start will not be washed out by rains and the damage done in such streets during storms will be lighter. A man with a scythe will keep in order miles of such parking (as it is called) while the same expenditure would not repair the damage sometimes caused by a single storm in one or two blocks of unnecessarily wide roadways. Not only is the cost maintenance less because there is less surface to wear out, but the first cost is less where the roadways are macadamized and where heavy general repairs are needed it pays to relocate the gutters and sidewalks.

This method of dividing and constructing streets makes it easier to work out a practicable cross section on streets running along a side hill. It is always desirable to have the roadway level instead of sidling and the difference in elevation between the upper and lower sidewalks may be all taken up in the parking on each side of the roadway leaving the latter so that vehicles do not tip sidewise in passing along.

Further improvement in appearance may be made by tree planting in the pathway.

The narrowing and parking of unnecessarily wide city and town streets has been receiving considerable attention from city and town engineers, but in towns where such officials are not employed the wide roadway is not unusual. The benefits to be obtained by the change suggested are quite generally recognized in engineering and esthetic circles and are slowly dawning upon the minds of the general public.

In contrast, however, little thought even has been given to the hundreds of miles of our brush, weed, boulders and rubbish covered and unnecessarily wide country roadsides. Although a large percentage of the land along these country highways is still of little value there are hundreds of miles of double highway strips taken out of valuable farm lands which are not only largely useless to-day but are actually breeding places for noxious weeds.

The time is rapidly coming, if it has not already arrived, when much of this roadside area ought to be devoted to useful purposes.

Ald. Hubley moved a vote of thanks to Mr. Doane for his valuable paper, which was seconded by Mayor Kelley.

Warden McMahon speaking to this motion, criticised the method of road making. The flat roads were ruining the Country. Trees in road limit should be kept cut. It is a wise precaution to have spare land for earth material.

Town Engineer McDowell, Truro, said that the Towns appeared to be narrowing their roads. He suggested the

formation of a bureau so that direct information may be had as to cost of pavement and roads.

Deputy Warden Chambers, West Hants, pointed out that it was a dangerous matter to allow persons to take possession of any portion of road.

Thursday, September 2.

Morning Session.

The President called for the report of the Resolution Committee who had met at 10 o'clock. The Chairman reported up the following resolution:—

"That this Union recommends that the Towns adopt the ballot system in voting for extraordinary expenditures under the Towns Incorporation Act."

Mayor Richardson, Sydney, in moving it said he thought that ratepayers' meetings were not always an expression of the citizens' wishes, but that a ballot would do away with all possible danger in the present method.

Recorder Rogers, Amherst, explained the systems used in Amherst. It was found that the open voting was not satisfactory in many ways. A meeting was called at 1 P.M. for discussion. This was necessary in order to comply with the provisions of the Town's Incorporation Act. Voting by ballot commences and continues until 9 P.M., thus giving all ratepayers a chance to record their vote. The ballot paper has the resolutions printed on it, and voters mark an "X" in the column marked "yes" or "no" as desired.

Alderman Martin, Halifax, seconded the resolution, which was then put and carried.

The Chairman also reported the following resolution, which on motion of Warden McMahon and Mayor Stewart, was also declared carried.

"That the paper of Mr. Roberts on 'Abuses in the Administration of Justice' be referred to the incoming Executive for consideration and report to the next Convention."

"A general discussion on the Highway Act", as mentioned in the program was then taken up. Warden Bishop, Halifax, contended that all Counties should be treated alike. In Halifax County the exemptions as to men of sixty years are different from those in other Counties and should be uniform.

County Clerk Warden Dimock, West Hants, said the reference to Halifax in the Highway Act was from the Halifax Road Act, and West Hants had adopted it.

Mayor Richardson, Sydney, said the Act provided what Halifax originally asked.

Recorder Rogers, Amherst, thought it inadvisable and poor policy to ask for piece meal legislation. The Union should appoint a committee to criticize the Act and report next meeting.

Deputy Warden Chambers, West Hants, thought possibly the other Counties might wish to come down to the Halifax County figure of \$200 exemptions.

Warden Bishop, Halifax Municipality, moved the following resolution:—

"That in the opinion of this Union, the law relating to tax exemptions of persons over the age of sixty years and clergymen, widows and others, under the Highway Act should be made uniform throughout the Province."

This was seconded by Mayor Stewart, Bridgewater. Stipendiary McDougall moved in amendment:—

"That the matter of exemptions as set out in sections 5 and 6 of the Highway Act be referred to the incoming Executive."

Warden McMahon seconded this. Dr. Stewart requested that section 14 be also included; this was agreed to.

Warden Bishop by leave of chair and seconders' consent, withdrew his motion.

The amendment was put as main motion and carried.

Letters of regret at inability to attend were read from Messrs. W. G. Clarke, Warden, Annapolis County, and E. D. Lordly, Municipal Clerk, Chester—and ordered filed—Mr. Lordly suggested that the form in the Schedule as to returns be amended and submitted a draft form. This was referred to the incoming Executive for recommendation, if they deemed it advisable.

(To be concluded).

## The King's Police Medal

His Majesty, with that breadth of thought which is so evident, has recognized that in the ranks of the Police Forces and Fire Brigades, actions are performed as worthy of distinction and honour as in the more showy duties of the Army and Navy. Accordingly, he has issued the following Proclamation:—

"Whereas We have taken into Our Royal consideration the good services which are rendered by officers of the constabulary forces and by persons serving in fire brigades throughout Our Dominions and in territories under Our Protection or Jurisdiction, and the heroic acts of courage and instances of conspicuous devotion to duty of such persons;

"And whereas we are desirous of distinguishing such meritorious conduct by some mark of Our Royal favor;

"We do by these presents for Us, Our Heirs and Successors, institute and create a new Medal to be awarded for such acts of courage and conspicuous devotion to duty."

Deeds or services to be taken into consideration in awarding the medals are specified as follows in the official circular:

(a) Conspicuous gallantry in saving life and property, or in preventing crime or arresting criminals; the risks incurred to be estimated with due regard to the obligations and duties of the officer concerned.

(b) A specially distinguished record in administrative or detective service.

(c) Success in organizing Police Forces or Fire Brigades or Departments, or in maintaining their organization under special difficulties.

(d) Special services in dealing with serious or widespread outbreaks of crime or public disorder, or of fire.

(e) Valuable political and secret services.

(f) Special services to Royalty and Heads of States.

(g) Prolonged service; but only when distinguished by very exceptional ability and merit.

The medal will be of silver, with the King's effigy on the obverse and an emblematic design on the reverse side, and the winners' name on the rim. It is only to be won by British subjects on regular forces or brigades, and not more than 120, of which 40 will be within the United Kingdom, 30 in the Dominions beyond the seas and 50 in India, will be given in any one year.

**THE CONVENTION**  
OF THE UNION OF  
**British Columbia Municipalities**  
HAS BEEN POSTPONED TO  
**December 16th and 17th.**  
at **NORTH VANCOUVER, B. C.**  
H. BOSE, Secretary Treasurer,  
SURREY CENTRE, B. C.

# Chief Constables' Association of Canada

## OFFICERS FOR 1909-10 :

*President* : Chief Constable TRUDEL, Quebec.

*Vice-President* : Chief Constable CLARK, St. John, N. B.

*Hon. Sec.-Treas.* : Deputy Chief STARK, Toronto, Ont.

## EXECUTIVE COMMITTEE :

Col. SHERWOOD, Ottawa, C. M. G.

Chief Detective CARPENTER, Montreal.

Chief Constable CHAMBERLIN, Vancouver, B.C.

Chief Constable WILLIAMS, London, Ont.

Chief Constable KIMMINS, Niagara Falls, Ont.

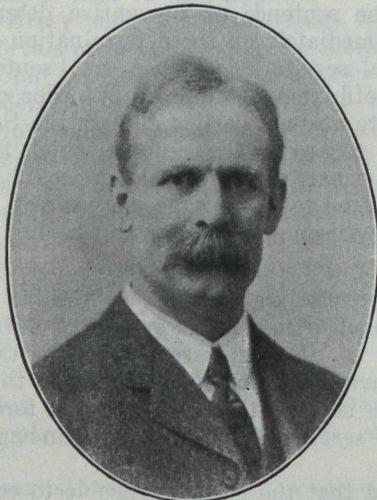
## Fifth Annual Convention

Niagara Falls, Ont., 28th and 29th July, 1909

(Continued).

President: I think we might take Dominion Parole Officer Archibald's paper now, and I would ask Inspector McClelland, Toronto, to read it as Mr. Archibald is attending the Convention of the Union of Canadian Municipalities at Medicine Hat.

### Classification of Criminals and Preventive Detention



W. P. ARCHIBALD, Dominion Parole Officer

The habitual and the professional criminal represents a degree rather than kind. The former is inferior to the latter mentally, in culture, and in knowledge of social forms, and he usually follow some trade or calling to mask his criminality. The latter takes up criminality as a business. To him it is a profession or a fine art, and he is susceptible to divisions and specialities. He is a student of the ways of the world and of men, generally polished in manners, and I have often found him even aesthetic in tastes.

The instinctive criminal, or as Lombroso prefers to call him, the "born or congenital criminal", is truly a social parasite. It is not always possible to estimate the congenital element, but the conclusion is irresistible that he is organically morbid. His pathology may not be microscopic, and the degeneration which consigned him to a low plain of humanity, if revealed at all, will only be understood through the searching eyes of the microscope. Generally the sensual impulse, and those centering about him, are hyper-developed. For the gratification of his exaggerated impulses he will proceed to any extreme, and life and property separating him from the accomplishment of his desires, are but barriers to be overcome. The peculiar mutilations of the bodies of the victims of the Whitechapel tragedies a few years ago, also, in the cases of like character in Berlin last year, were committed by *pathological sectuals* who resort

to crime to gratify their morbid and perverse desires. We have in the Dominion this class of criminals, but not so fully developed as those found in the older countries.

The occasional or accidental criminal is largely a negative creature who yields himself to temptation. The stimulus of opportunity generally exceeds his resistive force or power. Save for this great weakness he would pass muster as no unusual personage. He is neither a victim of self-exaggeration nor exaggerated instinct. Physical necessities may be operative in the production of this type of criminal, and the common jail, by the facilities it offers through direct contact and associations with thieves and criminals of a recidivist type, are always ready to give this class of criminals instruction in the theory of criminality, and often succeed in transforming from occasional into the habitual criminal.

The victim or subject of an uncontrollable passion is another dangerous type of criminality. Smarting under some real or fancied injury he will seek to assume the office of avenger, and visits with violence the doer of the wrong to himself or his friend. He cannot be said to possess, from nature, criminal instincts, but under the stimulus of anger his power of self-control is gone, and resistance is overcome.

Not included in the above classification is the criminal insane. Kingston penitentiary has a ward devoted exclusively to this dangerous class, and when prisoners in the other penitentiaries give evidence of this type of insanity, they are transferred to this institution for treatment. The delusions and hallucinations, that to him are realities stern and resistless, may impel him to the commission of crime, or he may be in a state of alienation, and considered harmless until, as the result of a concealed and unsuspected delusion, his resistive forces yield before the fancies and impulses of his morbid mind, and he lays violent hands on those about him, often committing the most revolting of crimes, proving disastrous to the whole community. Criminals of this class should be cared for before they develop the dangerous symptoms which precede all such crimes of this character. For obvious reasons the insane criminal occupies a place peculiarly his own, and he should be described by the alienist rather than the criminalologist.

The true criminal question demands the study of mental pathology, and the establishment of such laws as practice and experience may demonstrate in securing the best pathological results from the treatment of the criminal. It is not so much a question of punitive punishment, but a punishment for the criminal in his class, which will correct and cure him of criminality.

We live in an age to see the same legislative wisdom which enacts laws for the protection and the support of the pauper and the imbecile criminal, enact other laws to license paupers and imbeciles to marry and to prop-

agate the criminal breed which replenishes the prisons, and fills our country with a taint of vicious blood and diseased brains, that centuries can never eradicate.

It is not uncommon in our larger Canadian cities to see an habitual law-breaker tried, and sentenced, thirty, forty, and even fifty times during his life, at a great expense to the country, and apparently to no purpose. The time of sentence in each case is generally so short that it affords but little opportunity for the betterment of the prisoner, and it would almost seem that none was expected; yet a fixed sentence can hardly be considered rational except on the ground that the prisoner will become a better citizen on his discharge. Whether judges or magistrates are unable to determine by observation, and the previous records of the prisoners, how long it will take to change their habits and make them better citizens, is a vital question, and if this cannot be determined by the court, then we have an absolute need of other systems which will give light on this important subject; for certain it is, that in this advanced age, it is not likely to be much longer permitted, by intelligent and thrifty Canadians, that well known criminals shall be turned loose daily to prey upon society — I mean those who have adopted the criminal profession, — and when offered honest employment on their release, will turn from it in contempt and derision. We are fortunate not to have a large percentage of this class of prisoners, but we have some, and the number is steadily increasing. Last year Great Britain adopted the "Preventive Detention Act" for this class of offenders, and I heartily recommend the following synopsis of this Act for your consideration.

#### Detention of Habitual Criminals.

(1) Where a person is convicted on indictment of a crime, whether committed before or after the passing of this Act, and subsequently the offender is found by a jury to be a habitual criminal, and the court passes a sentence of penal servitude, the Court, if of opinion that by reason of his criminal habits and mode of life it is expedient for the protection of the public that the offender should be kept in detention for a lengthened period of years, may pass a further sentence ordering that on the determination of the sentence of penal servitude he be detained during His Majesty's pleasure, and such detention is hereinafter referred to as preventive detention, and a person on whom such a sentence is passed shall, whilst undergoing both the sentence of penal servitude and the sentence of preventive detention, be deemed for the purposes of the Forfeiture for Felony Act, 1870, and for all other purposes, to be a person convicted of felony.

Power of Court to pass sentence of preventive detention in addition to penal servitude or imprisonment. (See 61 and 62 Vict., c. 60, s. 1.)

(2) A person shall not be found to be a habitual criminal unless the jury finds on evidence that—

(a) he has at least three times previously to the conviction above referred to been convicted of a crime, whether such conviction was before or after the passing of this Act, and at the time when he committed the crime for which he was so sentenced he was leading persistently a dishonest or criminal life; or

(b) he has on such a previous conviction been found to be an habitual criminal and sentenced to preventive detention.

(3) In any indictment under this section it shall be sufficient, after charging the crime, to state that the offender is a habitual criminal.

(4) In the proceedings on the indictment the offender shall in the first instance be arraigned on so much

only of the indictment as charges the crime, and if on arraignment he pleads guilty or is found guilty by the jury, the jury shall be charged to inquire whether he is a habitual criminal, and in that case it shall not be necessary to swear the jury again.

Provided that a charge of being a habitual criminal shall not be inserted in the indictment—

(a) without the consent of the Director of Public Prosecutions; and

(b) unless not less than seven days' notice has been given to the proper officer of the Court by which the offender is to be tried, and to the offender, that it is intended to insert such a charge.

(5) For the purposes of this section the expression "crime" has the same meaning as in the Prevention of Crimes Act, 1871, and the definition of "crime" in that Act, set out in the schedule to this Act, shall apply accordingly.

10. A person sentenced to preventive detention may, notwithstanding anything in the Criminal Appeal Act, 1907, appeal against the sentence without the leave of the Court of Criminal Appeal.

#### Appeal against Sentence to Court of Criminal Appeal.

11. (1) The sentence of preventive detention shall take effect immediately on the determination of the sentence of penal servitude, whether that sentence is determined by effluxion of time or by order of the Secretary of State at such earlier date as the Secretary of State having regard to the time at which the convict, sentenced to penal servitude alone, would ordinarily have been allowed to be at large, may direct.

Detention in prison of persons undergoing preventive detention.

(2) Persons undergoing preventive detention shall be confined in any prison or part of a prison which the Secretary of State may set apart for the purpose, and shall (save as otherwise provided by this Act) be subject to the law for the time being in force with respect to penal servitude as if they were undergoing penal servitude.

Provided that the rules applicable to convicts and convict prisons shall apply to persons undergoing preventive detention, and to the prisons or parts of prisons in which they are detained, subject to such modifications in the direction of a less rigorous treatment as the Secretary of State may prescribe by prison rules within the meaning of the Prison Act, 1898.

(3) The Secretary of State shall appoint for every such prison or part of a prison so set apart a board of visitors, of whom not less than two shall be justices of the peace, with such powers and duties as he may prescribe.

(Sec. 61 & 62 Vict., c. 41, s. 3.)

12. (1) The Secretary of State shall, once at least in every three years during which a person is detained in custody under a sentence of preventive detention, take into consideration the condition, history, and circumstances of that person with a view to determining whether he shall be placed out on licence, and, if so, on what conditions.

#### Power to discharge on licence.

(2) The Secretary of State may at any time discharge on licence a person undergoing preventive detention if satisfied that there is a reasonable probability that he will abstain from crime and lead a useful and industrious life or that he is no longer capable of engaging in crime, or that for any other reason it is desirable to release him from confinement in prison, and shall so discharge such a person at the expiration of ten

years from the commencement of the term of preventive detention unless the Secretary of State has definite reason to believe that, if released, he will relapse into crime.

(3) The Secretary of State, if he does not so discharge such person at the expiration of ten years from the commencement of the term of preventive detention, shall make a special report to Parliament, stating the grounds upon which he has decided not to discharge him.

(4) A person so discharged on licence may be discharged on probation, and on condition that he be placed under the supervision or authority of any society or person named in the licence who may be willing to take charge of the case, or on such other conditions as may be specified in the licence.

(5) The Directors of Convict Prisons shall report periodically to the Secretary of State on the conduct and industry of persons undergoing preventive detention, and their prospects and probable behaviour on release, and for this purpose shall be assisted by a committee at each prison in which such persons are detained, consisting of such members of the board of visitors and such other persons of either sex as the Secretary of State may from time to time appoint.

(6) Every such committee shall hold meetings, at such intervals of not more than six months as may be prescribed, for the purpose of personally interviewing persons undergoing preventive detention in the prison and preparing reports embodying such information respecting the persons undergoing preventive detention in the prison as may be necessary for the assistance of the Directors, and may at any other times hold such other meetings, and make such special reports respecting particular cases, as they may think necessary.

(7) A licence under this section may be in such form and may contain such conditions as may be prescribed by the Secretary of State.

(8) The provisions relating to licenses to be at large granted to persons undergoing penal servitude shall not apply to persons undergoing preventive detention.

The annual report of the Directors of Convict Prisons shall state, as regards each person undergoing preventive detention, the place where he is detained, the date at which his term of preventive detention commenced, the number and dates of his previous convictions, together with the crimes which led up to them, and such other particulars as the Secretary of State may consider desirable in the public interest.

13. (1) The society or person under whose supervision or authority a person is so placed shall periodically, in accordance with regulations made by the Secretary of State, report to the Secretary of State, on the conduct and circumstances of that person.

Provisions as to persons placed out on licence.

(2) A licence under this part of this Act may be revoked at any time by the Secretary of State, and where a licence has been revoked, the person to whom the licence related shall return to the prison, and if he fails to do so may be apprehended without warrant and taken to prison.

(3) If a person absent from prison under such a licence escapes from the supervision of the society or person in whose charge he is placed, or commits any breach of the conditions contained in the licence, he shall be considered thereby to have forfeited the licence, and shall be taken back to prison.

(4) A court of summary jurisdiction for the place where the prison from which a person has been

discharged on licence is situate, or where such a person is found, may, on information on oath that the licence has been forfeited under this section, issue a warrant for his apprehension, and he shall, on apprehension, be brought before a court of summary jurisdiction, which, if satisfied that the licence has been forfeited, shall order him to be remitted to preventive detention.

Power to discharge absolutely.

14. Without prejudice to any other powers of discharge, the Secretary of State may at any time discharge absolutely any person discharged conditionally on licence under this Part of this Act, and shall so discharge him at the expiration of five years from the time when he was first discharged on licence if satisfied that he has been observing the conditions of his licence and abstaining from crime.

There can be no nobler work than that found in efforts to purify and elevate all things in life whatsoever that develop healthy moral forces by the operation of laws which have for their foundation the protection of society, and the prevention of everything possible in our nation that develops weakness, physical, or mental deformity.

Secretary Treasurer: I move that this paper be referred to the Executive Committee; seconded by High Constable Bissonnette. Carried.

Evening Session.

Secretary-Treasurer: I have received the following communications:—

(1) From the Mayor of Edmonton inviting this Association to meet in Edmonton next year;

(2) From Rev. Dr. Shearer, Secretary of The Moral and Social Reform Council of Canada referring to a number of matters which the Council purpose bringing to the attention of the Minister of Justice, and asking the co-operation of this Association;

(3) From the Chief Constable of Winnipeg enclosing a letter offering suggestions regarding the use of a Police Code. I beg to move that the last two (2 and 3) be referred to the Executive Committee for report; seconded by Chief Williams. Carried.

(To be continued).

### Informers

A recent number of Toronto "Saturday Night" contains a very bitter attack on "informers", condemning the spies whose evidence brings up law breakers before the courts, and the tirade ends with the admission "that there are some provisions of the Lord's Day Act which meet with the approval of all fair-minded people" — thus implying that other provisions do not meet the approval of the aforesaid wiseacres, and therefore should be broken with impunity.

It is a very dangerous doctrine to preach that the keeping or breaking of laws should be left to "fair-minded people", because everyone has the right to claim to be "fair-minded". There should be no such trifling with the laws of the country. If they are unfair or oppressive, they should be altered. But while laws stand on the statute book, implicit obedience is the only safe course for any civilized country, and the preaching of the individual right of "fair-minded people" to say which provisions of a certain law shall be kept, and which shall be broken, is the beginning of wide-spread lawlessness.

While all honourable people have a horror of informers and spies, yet it must not be forgotten that their existence is due solely to the law-breaker. If no one broke the laws, the informers' occupation would be gone. We should not be so sympathetic with the law-breaker as to shower our anger on the man who brings him to time.

## The Trip to the U. C. M. Convention

By the Editor

(Continued.)

Regina, the capital of Saskatchewan was reached on Sunday morning, 25th July, and, of course, there was no formal reception or dinner. But Mayor Williams and his Aldermen called on us, while City Clerk Hunter, and Publicity Commissioner Lawson were most attentive. The Premier, Hon. Walter Scott and members of his cabinet came to the Hotel in the evening, so that we felt it a most friendly reception. In the afternoon, we were driven over the prairie to the Exhibition grounds, and on to the Barracks of the R. N. W. M. Police, where we called on Col. Saunders, and spent a short time in the officers' mess. Then past the site of the magnificent new Parliament Buildings, where a large artificial lake is being formed, and back to the City Hall, where the City Band gave a Sacred Concert. It is only fair to add that as the City Council could not give a banquet on Sunday, our Hotel bills were paid instead.

At Medicine Hat, the unbounded hospitality of the citizens threatened to put a stop to the Convention, and only the unyielding determination of the leaders made the real business possible. Mayor Milne and his Aldermen, aided and abetted by our old friend from Hamilton, Publicity Commissioner John T. Hall, succeeded in sandwiching in an Indian pow-wow, and a broncho-busting contest. The latter, according to a jocular delegate (not an elected representative!) was of real value to the Mayors and Aldermen, as it offered splendid lessons in how to keep one's seat! Of course, we had to see that which makes Medicine Hat famous, a gas well. And the gas from a stand pipe was lighted that we might really see and appreciate it. The well pipe is 6 inches in diameter, lessened to 4 inches at the outlet, and the pressure is 600 pounds to the square inch. The flame was tremendous, rising to a great height, with a deafening roar.

The meetings were held in the large room of the splendid new City Hall, which was decorated inside and outside, and in which was a fine display of fruits, flowers and vegetables grown near the City. We also had an opportunity of seeing the fine waterworks plant which is being enlarged to meet the growth of the place. A very delightful luncheon was tendered to the delegates on Tuesday, and the Cypress Club extended its hospitality. Everyone seemed determined to make our stay pleasant, and it seemed impossible to get away from such kind hosts and hostesses.

At Medicine Hat, it was decided to make up a party to charter a special car to go out to the coast, and pay official visits to the three principal cities, Vancouver, New Westminster and Victoria. Accordingly plans were laid, and though many could not join in this, a party of 18 was made up, who enjoyed the scenery, and examined the cities, in a way that is impossible to the individual. Those who formed this party were: Mayor Chisholm, Halifax, N. S.; City Clerk McCreedy, and his nephew, Mr. Roger Cooper, Fredericton, N. B.; Mayor and Mrs. Hopewell, Ottawa; Hon. Sec.-Treas. and Mrs. Lighthall, Montreal; Mayor Deschamps, Lachine, Que.; Mayor Kyle and Ald. Derbyshire, Brockville, Ont.; Mayor Stevely, London, Ont.; City Clerk and Mrs. J. Kelso Hunter, Regina, Sask.; Deputy Municipal Commissioner J. N. Bayne, Regina, Sask.; Government Inspector D. C. McNab, Regina, Sask.; Mayor Hopkins, and Deputy Mayor Alexander, Saskatoon,

Sask.; Ald. MacMillan, Vancouver, B. C.; Asst. Sec., G. S. Wilson, Montreal, and the writer. At Calgary, there was some difficulty in securing a car on, but Mr. C. E. Proctor, D. P. A., solved this and the "Mattawa" was our home for some hundreds of miles, where Porter W. H. Modistee welcomed us after our wanderings and sternly kept out trespassers. As far as Banff the spare berths were all taken up by other delegates, so we had a merry party.

At Calgary, our sessions were held in the I. O. O. F. Hall, as the handsome new City Hall is not yet ready for occupation.

The Calgary Canadian Club gave a luncheon, the President, Mr. Bennett, giving an exhaustive and lengthy address on the merits of the West, and the proper attitude of the east towards it, if the Dominion is to remain unbroken. Mayor Sanford Evans, Winnipeg, as one of the founders of the first Canadian Club, gave a brief, but inspiring reply, pointing out that the aim of every loyal Canadian should be, not to benefit his own city or district merely, but to advance Canada as a whole, and — above all — not to give the first place to material gain, but rather to the moral and mental qualities which really build up a great nation. His speech was a real inspiration for good citizenship, and was warmly applauded.

After the afternoon session, the visitors were taken in hand by the city representatives and driven round, and admired the splendid situation, and evident development of the city. In the evening, a Band Concert, and speeches at the new Park on the Islands, St. George's, St. Andrew's and St. Patrick's, in the Bow River, took place and it was late before we sought our berths in the "Mattawa".

Next morning we were in the Rocky Mountains, and only those who have been there really understand what that means, for even coloured pictures and lantern slides convey only a very faint idea of the glorious scenery that one passes all the way through the Mountains to the Coast. Mountain peaks of all shapes, sharp pointed and round topped; masses of trees climbing sturdily on the lower slopes, gradually diminishing in size until the naked rock rises triumphant over vegetation; glaciers, their transparent blue-green colour showing through the snow mantle; freshly fallen snow outlining peaks against the bluest of skies; while changing from side to side of the track the foaming green glacier-fed torrents rush between banks of rock, covered with trees and masses of the purple fireweed. No wonder that tourists are travelling this route in ever increasing numbers, for the scenery is far more magnificent than on any pass through the same ranges in the States, although the passes there are very much higher.

Few people realize that an asset in Canadian Commerce is this same tourist trade, which has been built up by the liberal policy of the C. P. Ry. Company, is constructing fine hotels and charging only moderate rates. Travellers very often go to spend a couple of days in the mountain hotels, and stay as many weeks.

(To be continued.)

The Third International Conference of State and Local Taxation was held in Louisville, Ky., 21st to 24th September. The Programme was a very interesting one, including papers on many phases of this most important subject. By an evident oversight, although the meeting was "International", the list of speakers did not include the name of any but residents of the United States.



# TELEPHONE NEWS



OFFICIAL INFORMATION  
OF THE  
CANADIAN INDEPENDENT TELEPHONE ASSOCIATION  
& C, & C, & C,

## A TRIP TO WATERFORD

Prospective telephone buyers can make no better investment than to visit Waterford.

1ST. You will visit the mammoth plant of the Dominion Telephone Manufacturing Co. Ltd. and see how we manufacture complete telephones and switchboards from the raw material, see how we assemble them, see what a rigid test we give every part, see how we pack them ready for shipment.

2ND. You will visit a complete and up-to-the-second telephone exchange using the same kind of equipment manufactured by the Dominion Telephone Mfg. Co. Ltd.

3RD. You will be shown a modern rural telephone system, using the same telephones and equipment manufactured by the Dominion Telephone Mfg. Co. Ltd.

4TH. You will be shown the books of the Telephone Exchange which will show you how a ten per cent dividend is paid every year.

### SEEING IS BELIEVING

If you want telephone apparatus that will pay you dividends,  
If you want telephone apparatus that is manufactured in Canada,  
If you want to avoid paying duty on parts that are manufactured outside of Canada,  
If you want to trade with Canadians,  
If you want the best telephone apparatus on earth and have it proven to YOU to  
YOUR satisfaction by actually seeing it made and in operation in the same town,

### COME TO WATERFORD

We claim to be the only bona fide Independent Telephone Manufacturing Company in Canada that manufactures ALL of its apparatus and can prove it to YOUR satisfaction, notwithstanding the untruthful statements of disgruntled assemblers traveling under the guise of manufacturers. Ask the so called Independent manufacturers in Toronto what make of transmitters, receivers, generators, etc., etc., etc., they use on their apparatus and where they are made.

## Dominion Telephone Mfg. Co., Ltd.

WATERFORD, Ontario.

The only Independent Manufacturers in Canada  
manufacturing ALL their apparatus from the raw material.

H.W.B.

# Canadian Independent Telephone Association



## OFFICERS 1909-1910 :

President, W. Doan, M. D., Harrietsville, Ont.  
 Vice-President, C. Skinner, Sherbrooke, Que.  
 Sec.-Treas., Francis Dagger, 21, Richmond St. West, Toronto, Ont.

## EXECUTIVE COMMITTEE:

Dr. Demers, Levis, Que.; F. Page Wilson, Toronto, Ont.; T. W. Ralph, North Augusta, Ont.; G. W. Jones, Clark, Ont.; A. Hoover, Green River, Ont.; T. L. Squires, Waterford, Ont.; M. House, Bridgeburg, Ont.; Levi Moyer, Beamsville, Ont.; T. R. Maybury, M. L. A., Ingersoll, Ont.

## RURAL COMPANIES PLEASE NOTE

The Bell Telephone Company has declared that it will not entertain any proposition for inter-change of service which leaves the connecting company free to build competing lines. This means that when a company accepts a "Bell" connection it becomes an agent of the Bell Telephone Company and is no longer independent so far as its freedom of action is concerned. Even if your subscribers receive a temporary benefit, what about the people in your surrounding towns where the possibility of competition has been eliminated by the executing of an agreement in which you give the "Bell" an absolute monopoly? The evil, however, does not stop there, for when the "Bell" has succeeded in tying the hands of all the small companies, and has parcelled out the whole country to suit its own convenience, what do you think will happen? The country will once more be in the powerful grasp of monopoly and conditions will again be what they were before the opening of the Dominion Telephone Inquiry of 1905, only very much worse, for the whole territory will be covered with small companies all subservient to the monopoly. To-day you have a voice in the making of agreements with the "Bell". Then the terms will be dictated to you and you will have no alternative but to submit. It is the old story of the "spider and the fly".

## BEWARE

The American Telephone & Telegraph Company, which, according to the published statements of its financial agents, controls the "Bell" system in Canada, has acquired control of the telegraph business in the United States. Watch developments in this Dominion, and beware of making the "Bell" monopoly in Canada more powerful than it is to-day.

Establish your own telephone service, control it yourselves, and retain the profits which your rentals provide.

Why purchase apparatus from concerns in the control of the "Bell" monopoly, when you can obtain the best and most modern equipment from independent manufacturers who have fought your battles and made rural telephone service a possibility.

*Select Committee on Telephone Systems, Minute of Evidence.*

*Page 552*

By Mr. Chrysler:—

*Question.*—So that the Bell Telephone Company, except the Directors' Shares, hold all the issued shares of the Northern Electric and Manufacturing Company?

*Answer.*—(By C. F. Sise) They do.

*Question.*—Who are the Directors of the Northern Electric and Manufacturing Company?

*Answer.*—They are practically the Directors of the Bell Telephone Company.

The Canadian Independent Telephone Association exists for the purpose of removing the evils of monopoly in telephones, and assisting the people to secure an unrestricted service by the establishment of systems under local ownership and control.

If you are interested in the organization of a local, municipal, or rural telephone system, and require advice or assistance, write to

**FRANCIS DAGGER,**

Secretary Treasurer,

Executive Offices, 21 Richmond Street West, TORONTO

**“Bell” Bluff**

*(Specially written for the Journal).*

“Our company is entirely independent of any of the companies across the line.”

The above statement by the President of the Bell Telephone Company of Canada, published in the “Toronto World” of November 18th, is evidently intended to convey the impression to a confiding public that the gigantic Telephone Trust which has acquired control of the telegraph business in the United States, has no interest in the Canadian Bell corporation.

In order that the people may judge to what extent the Bell Telephone Company of Canada is “independent” of the American Telephone & Telegraph Company, the following facts are presented:

During the Dominion Telephone Inquiry at Ottawa in 1905, President Sise submitted statements to the Select Committee showing that the eight directors of the Bell Telephone Company of Canada, included the following gentlemen:

The President of the American Telephone & Telegraph Company.

The Treasurer of the American Telephone & Telegraph Company.

The Auditor of the American Telephone & Telegraph Company.

As President Sise himself came from Boston to promote the Canadian Bell company, it is reasonable to assume that he also supports the interests of the United States Trust. The remaining four directors are Montreal gentlemen whose time is fully occupied with their own business pursuits. It is for the intelligent reader to decide who would be most likely to control the policy of the company: the Montreal gentlemen referred to, or the four trained telephone officials, three of whom are executive officers of the American Telephone & Telegraph Company.

The American Telephone & Telegraph Company filed with the Philadelphia Stock Exchange, May 13th, 1909, a list of the companies in which it holds stock. This list shows that out of the total stock issued by the Bell Telephone Co. of Canada, (\$12,500,000), \$4,822,400.00 is owned by this United States Trust, or over 38½ per cent. If the American Telephone & Telegraph Company is an individual holder of 38½ per cent of this issued capital, it is a fair question to ask whether the combined holdings of Canadian Bell stock, by other persons interested in the United States corporation, is not equal to the balance required to constitute a controlling interest in the Bell Telephone Company of Canada.

A pamphlet entitled “The Greatest Telephone System in the World as an Investment” issued on the authority of the American Telephone & Telegraph Company, by two of the most conservative financial houses of Philadelphia—Thomas A. Biddle & Co., and Edward B. Smith & Co.,—bears on its page the following interesting announcement:

“The American Telephone & Telegraph Company controlling the Bell Telephone System in the United States and Canada.”

and again it is stated in advertisements published by the same firms in the United States press, that:

“We have made a study of the affairs of the American Telephone & Telegraph Company, which controls the entire Bell Telephone system in the United States and Canada.

Judged by these facts either President Sise, or the American Telephone & Telegraph Company is deceiving the public. Which is it?

In any event it is clear that the Bell Telephone Company of Canada has some motive for its anxiety to disclaim all relationship to its parent.

**Telephone and Telegraph Merger**

“The American Telegraph & Telephone Co. has secured control of the Western Union Telegraph Co.”

The short despatch given above conveys tremendous meaning to those acquainted with the two companies, and is far reaching in its effects. The former, which is the U. S. “Bell” Company has bonds and stocks of \$552,475,400, while the latter has \$165,000,000. For the last six months the Bell has been acquiring telegraph stock and as soon as 57 per cent had been secured, the announcement was made.

Of course the argument urged in favour of this gigantic merger, is that of economy, the Bell people claiming that an economy of \$75,000,000 a year will be saved.

Of course, the public that patronizes the dual companies will get a cheaper, as well as a more efficient service!

A comparison of financial positions is as follows:—

	Telephone System.	Western Union.	Total.
T'l assets. . . . .	\$680,044,200	\$162,316,864	\$842,261,064
Cap. stk. . . . .	311,837,300	99,817,100	411,654,400
Bounded debt. . . . .	238,680,500	38,845,000	277,325,500
Property acc't. . . . .	545,045,600	124,086,920	669,132,520
Gross earnings. . . . .	140,016,400	30,541,072	170,557,472
Net earnings. . . . .	45,974,000	7,347,107	53,321,107
Miles of wire . . . . .	8,098,679	1,382,500	59,481,188

Some of the associated corporations engaged in the telephone business, the majority of whose stock rests in the treasury of the parent concern, are:—

New York Telephone Co. . . . .	\$50,000,000
New England Telephone & Telegraph Co. . . . .	31,700,000
Bell Telephone of Pennsylvania. . . . .	31,150,000
New York & New Jersey Telephone Co. . . . .	25,400,000
Southern Bell Telephone Co. . . . .	21,400,000
Cumberland Telephone & Telegraph Co. . . . .	18,000,000
Chicago Telephone Co. . . . .	17,500,000
Western Telephone & Telegraph Co. . . . .	16,000,000
Bell Telephone Co. of Canada. . . . .	12,500,000

The purchase by the American Telegraph & Telephone Co., or the Central Union Telephone Co.,—both Bell concerns—of any stock of the U. S. Telephone Co. or the Cuyboga Telephone Co. has been forbidden by a temporary order. The Bell is accused of attempting to secure a monopoly, and thus restrain trade.

A new wireless telephone and automatic break has been tested in the Erie Railway, and apparently with good results. An engine equipped with it stopped automatically behind another train although the engineer held the valves open.

## Telephone News

Work on telephone construction in the rural districts of the Northwest Provinces, has been seriously delayed owing to the demands for laborers for the tremendous harvest, but since that has been gathered, construction has been pushed as rapidly as possible.

### Alberta's Progress.

Hon. Mr. Cushing, Minister of Railways, Telegraphs & Telephones in Alberta, states that the \$60,000 appropriated by the Government for telephone extensions has been exhausted without meeting all the numerous demands. No less than 500 miles of rural lines have been constructed, and 500 farmers have received direct telephone connection. If the weather permits 200 miles more will be constructed and 200 more farmers will have the instrument in their houses.

### Telephone Rates in Toronto

The citizens of the newly annexed sections of Toronto are complaining bitterly at the excessive charges which the Bell company continues to exact from them, although they are at no greater distances from "Central", than many others who pay very much less. A special committee of the Council discussed the matter with the Bell manager, and the committee will submit the question to the Railway Commission.

Kamloops, B. C. The Board of Trade is supporting a movement to secure long distance telephone connection to Grande Prairie, and thus to Vernon. Direct communication with all the cities on the coast is also being urged.

### Telephone Enquiry

The enquiry by the Railway Commission into telephone rates, which was undertaken while the late Judge Killam was chairman of the Board, and which has rested since his death, in not to be re-opened, but a decision will be rendered on the evidence taken there.

The Continental Telephone & Telegraph Co. which has a capital of \$50,000,000, has purchased the Independent Union Telephone & Telegraph Co., whose system runs from Newbury, N. Y., to Erie, Pa. The new company will give both telegraph and telephone service.

Vancouver, B. C. The Radio Telephone, Co., which operates a wireless system, will erect towers at Vancouver and Victoria, B. C., by which connections can be secured with steamers on the coast service, all of which, it is expected, will carry similar apparatus. Connection will also be had with Tacoma, Everett and Bellingham, which have corresponding towers. The laboratory headquarters for Canada, west of the Great Lakes, will be established in Vancouver.

The Goderich Rural Telephone Co. is securing permission to extend its lines through the surrounding Townships.

**Telephone.** — **Sargent.** — Receiver for wireless having convolutions of coils tapped off to several terminals on the shell, so any desired number can be cut in. In the figure 10 is the shell, 15, 16, 17 and 18 are the terminals of taps and 20-150 are cord terminals. Unassigned. — 940,284.

**Telephone Detector Device.** — **Ralph.** — For eavesdroppers. On each hook is a slide with a roller which when the hook rises rolls over contacts to sound the subscriber's code number over the line. Unassigned. — 940,359.

## Indicating Fuses

The Century Electric Co., of Montreal, has just added a new line having been appointed eastern agents for the "Arkless" Indicating Fuses. These are the only indicating fuses on the market and their value will be appreciated by every electrician. They cannot be surpassed for accuracy and reliability, and comply strictly with the requirements of the National Electrical Code, and always blow at the proper time.



Every "Arkless" fuse is equipped with a mechanical indicator that never fails. This indicator is completely protected by fundamental patents, and is found only on "Arkless" fuses. The indicator shows so clearly when the fuse is blown, that no searching is necessary. The makers are so confident that the "Arkless" will do what is claimed for it, that they guarantee to replace every "Arkless" fuse that fails to indicate when blown. Further particulars and prices can be had from the Century Electric Co., Montreal.

## New Kellogg Board for Crawford, Neb.

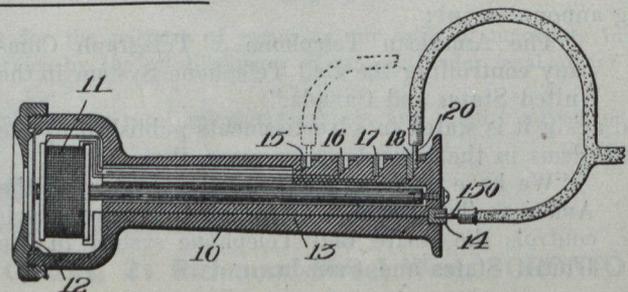
Mr. L. R. Foote, the Nebraska representative for the Kellogg Switchboard & Supply Co., reports the closing of a contract for a common battery multiple switchboard and telephones for the Crawford Telephone Co., Crawford, Nebr.

This board will be in the Kellogg Company's latest type 3,000 line section, and while the present equipment is only for 300 common battery lines and 20 rural and toll lines, the telephone company expects to be operating many times this number of telephones within the coming year.

The line construction in connection with this plant is a far in advance of most towns of its size, and the major portion of the lines being distributed through cable.

This company has looked far enough ahead to realize that the success of its undertaking depends in a very large measure upon the ease with which it can come into contact with neighboring towns and distant cities. Toll lines in service and under construction connect or will connect Crawford with all of the principal cities of the middle West.

Like many telephone companies in the Western states the Crawford Telephone Company is purchasing the very best equipment that money can buy for both inside and outside plants.







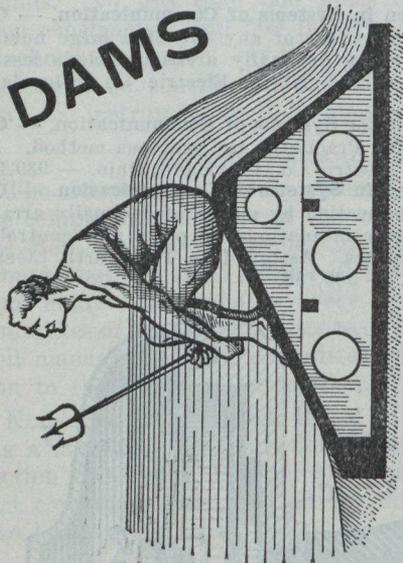
# CIVIC NOTES



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## EASTERN CANADA.

**MONTREAL.** The Provincial Board of Health is entering a protest against the condition of the Little St. Pierre River; the City of Lachine discharges part of its sewerage into this small stream. — A Board of Morality has been appointed, on the same lines as that of Toronto. — The new conduit for the water supply, which has cost \$750,000, and has been in construction for two years, is being used. — An underground lavatory will be built on Jacques Cartier Square. — A collection of books, pictures, etc., has been left to the Art Gallery, by the joint bequests of the late Miss Agnes and Mr. William Learmont. — A winter Carnival will be held from Jan. 24 to Feb. 6, next; a large ice castle will again be a spectacular feature. — The City Improvement League will hold a series of meetings from Nov. 30 to Dec. 2, to discuss civic reforms. — Goods are being shipped to the Pacific Coast from here, via the Tehuantepec Railway, thus giving an almost all-water route.

**HALIFAX, N. S.** It is stated that the steamers "Cairo" and "Heliopolis" will run regularly from this port to Southampton, Eng.; the C. N. Ry. are said to be backing the enterprize. — The L. C. Ry. yards are being enlarged in view of the increasing steamship traffic. — The new Y. M. C. A. Building has been commenced; it stands on the site of the old prison. — The capital of the Silliker Car Co. will be increased from \$500,000 to \$750,000. — The Canadian Club has voted \$500 to the Memorial Tower.

**PORT ARTHUR, ONT.** A steel concern is negotiating with the iron works here, with a view of establishing steel works. — Col. Ruttan, City Engineer of Winnipeg, in an interview, recommends asphalt for street paving. — The Council will ask for power to govern the city by a Commission. — A grain elevator with a capacity of 800,000 bushels has just been completed, and two more will be built. — The Bank of Montreal is putting up a three story office building.

**BRANTFORD, ONT.** The Brandon Shoe Co., whose factory at Aylmer, Ont., was destroyed by an explosion, will immediately build a factory here, and employ 50 hands.

**DARTMOUTH, N. S.** The Board of Trade will support the policy of Halifax in trying to get the C. P. Ry. to extend its line, and gave a great reception to President J. A. Johnson, of the Halifax Board of Trade, on his return from interviewing the C. P. Ry. management.

**FORT WILLIAM, ONT.** The City Council has agreed to pay two-thirds of the cost of a subway at Young St., provided this is not more than \$10,000; the street crosses three railway tracks, the C. P. Ry., the G. T. P. Ry., and the C. N. Ry. — The City has received a bill for \$3,345 for the services of the militia, during the recent strike. — The Fort William Coal Dock Co. will double its plant next year, spending another \$100,000. — Messrs. T. McAvity & Sons, of St. John, N. B., will establish a foundry here if suitable arrangements are made.

**ST. JOHN, N. B.** A delegation, headed by Mayor Bullock, waited on the Federal Government to ask for a subsidy of 3 per cent. on a million and a half for 20 years, to be increased to 4 per cent. for 30 or 40 years, to guarantee the building of dry docks in this city and Levis, Que. — The City has agreed to grant a free site, and exemption from taxes and water rates to a company that will build a sugar refinery that will cost \$2,000,000, and give employment to 500 men.

**WALKERVILLE, ONT.** The E. M. F. Co., of Detroit, Mich., will establish a \$400,000 automobile factory here, under a Canadian Company.

**BALMY BEACH, Ont.** Under the decree of the Ontario Railway and Municipal Board, this Town will become part of Greater Toronto, on December 15th.

**BERLIN, ONT.** The Board of Trade will ask the G. T. R. to electrify their Galt and Berlin, and Berlin and Elmira branches. The Board is also pushing a proposition for a trolley to connect them with Wellesley.

**BRACEBRIDGE, ONT.** The Town Council has awarded contracts for the additional electric power development works at Wilson's Falls, and for the building of the dam, intake and powerhouse foundations.

**HAMILTON, ONT.** A new headquarters police station, costing \$40,000, and one in the East end costing \$10,000, will be built. — The City Council wants the proposed new canal from Lake Erie to come via Hamilton, and a route into Dundas Marsh is proposed; City Engineer Macallum is preparing data to support this. — A park of 25 acres on the beach is promised by the Provincial Government.

**CORNWALL, ONT.** The Town Council has endorsed the project of damming the Long Sault Rapids.

**QUEBEC, QUE.** The River St. Charles will be deepened by the Department of Public Works, in order to afford facilities for smaller vessels, and thus relieve the Harbour; the low lying land will be filled in and thus made available for factories.

**TRENTON, ONT.** The by-law granting a franchise to a power company was defeated by 389 to 150. The by-law to assist the Johnson Company passed by a majority of 424.

**LONDON, ONT.** The Council has asked permission of the Provincial Government to submit a by-law calling for Sunday cars.

**ST. CATHARINES, ONT.** Charges of graft against the Mayor and Council by Miles S. Plumly have been investigated by County Judge Carman, who decided that there was no evidence to back the charges.

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# CIVIC NOTES



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TORONTO, Canada

### WESTERN CIVIC NOTES.

**WINNIPEG, MAN.** The Provincial Government contemplates erecting new public buildings, as the present ones are proving far too small. — The C. M. & St. P. Ry. will build a branch from Fargo to this city. — The Sterling Bank will open a branch here. — A Morality Department will be created. — The Standard Bank has opened a branch on Portage Avenue.

**VANCOUVER, B. C.** A site has been purchased for the Bank of Ottawa, for \$170,000; it measures 92 x 120 feet; a building to cost a quarter of a million will be put up in the spring. — The Vancouver Opera House, which was sold about a month ago, has been sold again at an advance of \$50,000; the price is at \$2,000 per front foot. — A new eight story hotel is to be built, and existing ones will be enlarged. — A lot at the corner of Hastings St. and Westminster Avenue has been sold for \$85,000; it is 35 feet on the street and 24 feet on the avenue. — The negotiations between the Provincial Government and a company for building a dry dock have fallen through. — Point Grey will shortly be annexed to the city. — A Committee of the Council will study methods of Civic Government. — The company that will build a bridge over the Second Narrows has purchased the old Dominion Charter and has a capital of \$1,500,000 with which to proceed.

**NEW WESTMINSTER, B. C.** There are now 8 branch banks in the city, the latest being the Merchants' Bank of Montreal, the Banks of Toronto, Hamilton and Vancouver. — A lot of land with an area of about 45,000 feet and a river frontage of nearly a mile, above the Fraser River Mills, has been sold for \$25,000. — Concrete sidewalks are being laid under the new local improvement by-law, the proprietors paying two-thirds of the cost. — The Lulu Island Bridge is nearly completed. — The Merchants' Bank has opened a branch in temporary quarters, but will erect a handsome building on the site it has purchased.

**VICTORIA, B. C.** It is reported that a company with \$2,000,000 capital will establish shipbuilding yards at Esquimalt. — The Bank of Vancouver will open a branch here.

**REGINA, SASK.** The City Council will ask the Legislature to give the power to vote in municipal elections and on by-laws, to married women who hold property in their own name. — The Eastern Townships' Bank will build a branch on the site of the old City Hall.

**BRANDON, MAN.** A proposal is before the Council to ask Legislation to abolish the Council and govern the city by 4 elected and salaried Commissioners. — A by-law will be presented to the rate payers to spend \$10,000 on improving the roads leading into the city. — The dates set for the inter-provincial fair of 1910 are July 25 to 29. — The International Harvester Co. will put up a four story warehouse at a cost of \$75,000. — The duplicate water main, for fire protection, is now in use; the insurance rates will accordingly be reduced.

**SASKATOON, SASK.** In 1903, the population was 113; now it is 12,000. A corner lot recently sold for \$24,000.

**CRANWOOD, B. C.** The new Masonic Temple is being rushed to completion.

**GRAND FORKS, B. C.** The Eastern Townships' Bank and the B. C. Telephone building are nearly completed.

**CARMAN, SASK.** The waterworks system has been re-laid, and is now in first-class condition.

**KINDERSLEY, SASK.** A Board of Trade has been formed here,

**TOFIELD, ALTA.** The first elections for a town council have been held, and Mr. J.O. Letourneau was elected Mayor. — The G. T. P. has commenced laying the tracks from here to Calgary.

**PRINCE RUPERT, B.C.** The Federal Government has decided to build a floating dock, costing a million and a quarter.

**ELSTON, SASK.** The Bank of Toronto has opened a branch here.

**MACLEOD, ALTA.** The new line opened between Lethbridge and here is in excellent condition. — The population is now 2,062.

**CLARESHOLM, ALTA.** The C. P. R. will build a large freight shed here.

**MOOSOMIN, ALTA.** The new jail was opened recently; there was no transfer of prisoners, as the police barracks were empty.

**PORTAGE LA PRAIRIE, MAN.** The Canadian Corrugated Pipe Company will erect a plant here, having bought a site.

**EYEBROW, SASK.** The foundation for the new C. P. R. station is well under way, and men are hard at work on the coal shutes.

**STRASSBURG, SASK.** The Imperial Oil Company will open a warehouse here.

**PRINCE ALBERT, SASK.** The Board of Trade has decided to urge the Federal Government to make a grant for the erection of a drill hall here. Ten thousand dollars is wanted.

**MORDEN, SASK.** A cider mill has been built here.

**EDMONTON, ALTA.** The G. T. P. shops and round houses are almost finished; regular freight tracks are now running to Winnipeg. — The C. P. Ry. will enter the city over a high level bridge, the city consenting to pay \$586,000 towards the cost; a by-law is being submitted. — The by-law agreeing with the C. P. Ry. as to sharing the expense of the bridge for the railway to cross from Stratheona to the city was carried by a majority of 1,311; a by-law for a library was also carried.

**ROLAND, MAN.** The Bank of Hamilton is erecting a building.

**MELFORT, SASK.** Three government bridges are to be built in this district, during the winter.

**MAYFIELD, MAN.** A new post office has been started here.

**LETHBRIDGE, ALTA.** The Board of management of the Galt hospital are establishing a training school for nurses in connection with the hospital.

**SLOCAN JUNCTION, B. C.** The Provincial Government is building a bridge over the Slocan river connecting this place with Thrums.

**WETASKIWIN, ALTA.** A creamery and cold storage plant is being built.

**BATTLEFORD, SASK.** The flour mill recently purchased by the town has been opened.

**BIGGAR, SASK.** A new elevator has been completed.

**WESTERN CANADA—Continued.**

**LETHBRIDGE, ALTA.** The Eastern Townships Bank has an option on a site for building.

**MAPLE CREEK, SASK.** The new post office is just finished.

**RIVERS, MAN.** The Board of Trade has decided not to incorporate the village for twelve months, the population being only about 1,100.

**PENTICTON, B. C.** It has been decided to divide the municipality into six wards, and increase the number of Councillors from 5 to 6.

**MICHEL, B. C.** The miners will build a hospital.

**YORKTON, SASK.** The increase in population has necessitated the digging of a new well.

**NORTH VANCOUVER, B. C.** A site of 100 feet deep and 100 feet frontage, on the Inlet, has been sold for \$50,000; it is reported that a large railway is interested in the deal. — It is proposed to spend \$200,000 in road improvement in the West Capilano District. — Tenders will be asked for the \$30,000 loan which was recently passed.

**CALGARY, ALTA.** Work on the new Langevin Bridge has commenced. — Ald. Reilly has suggested that the unfinished City Hall be offered to the Government for a jail. — A factory for the manufacture of metal ceilings, doors, etc., will be erected here at once; it will be the first of the kind west of Winnipeg. — In the first four months the civic street railway carried 765,409 passengers, being run on week days only. — The McLaughlin Carriage Co. is erecting a \$25,000 warehouse.

**NELSON, B. C.** The C. P. Ry. will build a hotel here at once, to meet the tourist traffic.

**FERNIE, B. C.** A company of Boy Scouts has been formed.

**MEDICINE HAT, ALTA.** The by-law giving a bonus to the Alberta Clay Co. is to be voted on; the Company will commence making brick for their own works immediately. — The Council has decided upon the establishment of a municipal repair shops; the machinery will cost about \$2,000.

**EASTERN CANADA—Continued.**

**KINGSTON, ONT.** The Government Dry Dock has been leased for 21 years at \$10,000 a year, to a company which will establish a repair plant in connection with it. — The Council will supply power to the Street Railway for 5 years at \$1.20 per kilowatt, with the right of cancelling the contract at the end of 3 or 4 years.

**LACHINE, QUE.** A Municipal Reform Association has been formed here.

**GUELPH, ONT.** The People's Radial Railway is surveying for a line to Stratford and extensions in other directions. — The Citizens may decide on a Commission to replace the Council; the Council will be reduced from 18 to 12.

**WINDSOR, ONT.** The new natural gas supply has a pressure of 250 lb. at the well head. — The tunnel for the M. C. Ry., under the river, is now complete, and officials walked across through it. — The population is 16,192, an increase of 303; and the assessment of real estate is \$4,003,550 for land, and \$6,032,825 for buildings, a total of \$10,036,375. — The Royal Motor Co. of Detroit, Mich., will build a \$100,000 factory here.

**OTTAWA.** The Government will build a new Drill Hall at a cost of \$200,000. — The population is 83,360, an increase of 3,076; and the assessment is \$53,348,814, an increase of \$4,840,609.

**LONDON, ONT.** The South Western Traction Co. has been sold at public auction to a syndicate of Toronto capitalists for \$455,000 and the debts, which are about \$80,000; the line runs to Port Stanley, 28 miles distant, through St. Thomas.

**TORONTO.** The new Library Building has been opened; it cost \$260,000, exclusive of the interior fittings; it will contain 200,000 books, and the plan allows an enlargement. — A campaign for a new Y. M. C. A. Building will commence soon. — A by-law to borrow \$769,000 for a viaduct, in Bloor St., is being discussed. — The City Council will ask for legislation classing the street cars as public buildings, and so subjecting them to the laws regulating over-crowding.

**NORTH VANCOUVER.** The Jordan-Wells Railway Supply Co. is looking for a site here, and will spend \$50,000 on plant.

**POSITION WANTED**

Advertiser, who has had 20 years' experience in Engineering and Electrical work, wants position as Town Engineer.

Would prefer place where his energy and experience will aid in developing it.

Highest recommendations.

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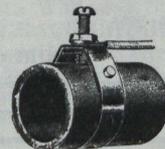
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# THE CANADIAN MUNICIPAL JOURNAL

ESTABLISHED 1904

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 'WILBRAG' MONTREAL

MONTREAL, 21st. Dec. 1911

Sir Sandford Fleming, C.M.G.,

Ottawa,

Sir,

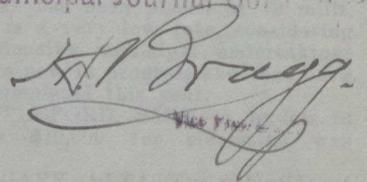
You may be interested in a special article  
 which was written for the Journal, and which appeared  
 in our issue of December, 1909, and which I find that  
 I did not mention, or send to you previously.

You will, of course, have noticed that the  
 Winnipeg Board of Trade is asking the Government to  
 make an investigation.

I am, Sir,

Yours very truly,

The Canadian Municipal Journal Co. Limited



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# FINANCIAL



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MONTREAL, LONDON, TORONTO  
P.Q. ENG. ONT.

**F. P. DODS**

Accountant, Broker,  
and Financial Agent.

31 Canada Life Building, WINNIPEG.

WINNIPEG, MAN. The City Council passed a by-law to raise \$150,000 for a conduit system for power distribution.

NORTH VANCOUVER, B.C. The by-law authorizing the borrowing of \$128,000 on ferry debentures, guaranteed by the city, for ferry purposes, was carried by a majority of 190.

PORTAGE LA PRAIRIE, MAN., has sold \$70,000 debentures at 102.98 to the Ontario Securities Company.

SCARBORO', ONT., has sold \$16,000, 4 1-2 per cent. 30-instalment debentures, to Messrs. G. A. Stimson & Co.

AYLMER, QUE., has sold \$10,000 5 per cent. debentures, to Messrs. G. A. Stimson & Co.

WATERFORD, ONT., has sold \$11,000 debentures. These are issued for a loan and bear 5 per cent. interest and mature in ten instalments.

SHELBURNE, ONT., has sold \$6,000 4 per cent. debentures, guaranteed by the County of Dufferin, and repayable in thirty instalments.

WINNIPEG, MAN. The taxes levied this year will amount to \$2,533,054, of which \$1,619,960 is for general taxes.

ST. LOUIS, QUE. A new loan of \$800,000 has been decided upon.

POINT GREY, B. C., which is to be annexed to Vancouver, has an area of 12,000 acres and a debt of \$350,000; the desire for annexation is to "escape being bound hand and foot to the B. C. Electric Ry. Co."

BERLIN, ONT. The City has sold \$10,000 4 1-2 per cent., 40-instalment debentures, to Messrs. Steiner, Dunlop & Co., Toronto.

SOUTH VANCOUVER, B. C. The Municipal Council has sold \$225,000 debentures, carrying 5 per cent. and repayable in 50 years for Park purposes, to Messrs. Wood, Gundy & Co., Toronto.

VICTORIA COUNTY, ONT., has sold \$20,000, 4 per cent., 20-instalment debentures, to the Ontario Securities Co. The money is for bridges and county buildings.

OTTAWA, ONT. The Public Works Department, during the fiscal year ending March 31st last, expended \$14,780,739, of which only \$1,867,346 is chargeable to income. \$535,480 was spent on telegraph; \$3,309.20 on harbours and rivers; \$4,547,773 on dredging, and \$5,845,286 on public buildings.

PETERBORO', ONT., has sold to Messrs. H. O'Hara and Co., \$25,000 4 1/2 per cent. debentures due in 1929.

GORDON, ALTA., has sold to Messrs. H. O'Hara and Co., \$800 5 1-4 per cent. 8-year school bonds.

WHYTEWOLD BEACH, MAN., has sold to Messrs. H. O'Hara and Co. \$1,500 6 per cent. 10-year school bonds.

SUMMIT HILL, ALTA., has sold to Messrs. H. O'Hara and Co. \$1,500 5 1-2 per cent. 10-year school bonds.

SPALLUMCHEEN, B. C. The four townships of the place have sold to Messrs. G. A. Stimson and Co. \$10,000 debentures.

FERNIE, B. C. The tax rate has been fixed at 20 mills for this year.

WESTMOUNT, QUE. The sum of \$185,147 is the amount set aside for expenditures by the Council for the fiscal year of 1909-1910. The expenditure will be met with a tax of 8 1-4 mills. A statement submitted to the Council showed the accounts payable of the municipality to be \$431,000.

SYDNEY, N. S., has sold \$30,000, 4 1-2 per cent., semi-annual, 30-year debentures, to Messrs. Hanson Bros., Montreal.

BERLIN, ONT., has sold \$10,000, 4 1-2 per cent., 40-year debentures, for park purposes, to Messrs. Steiner & Dunlop, Toronto.

LA BROQUERIE, MAN., has sold \$3,000, 6 per cent., 20-instalment debentures for general purposes, to Messrs. Brent, Noxon & Co., Toronto.

COUNTY OF GREY, ONT., has sold \$20,000, 4 1-2 per cent., semi-annual, 20-year debentures, for addition to the Registry Office and bridge construction, to the Dominion Securities Corporation, Toronto.

NELSON, B.C., has sold \$15,000, local improvement debentures to the Dominion Securities Corporation, Toronto; \$10,000 to C. R. Somerville, Hamilton; and \$5,000 to A. Somerville, Hamilton.

BOTHWELL, ONT., has sold \$970 5 per cent., 15-year local improvement debentures, to Messrs. H. C. Burgess & Co., Toronto.

MOOSE JAW, SASK., has sold \$25,000, 5 per cent., 30-instalment school debentures, to Messrs. H. C. Burgess & Co., Toronto.

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OXFORD EAST TOWNSHIP, ONT., has sold \$3,887.50, 4 1-2 and 5 per cent., 5 and 10-instalments, drainage debentures, to Messrs. Brent, Noxon and Co., Toronto.

VONDA, SASK., has sold \$2,600, 6 per cent., local improvement debentures, to Messrs. G. A. Stimson and Co., Toronto; \$16,000 in 20 instalments and the rest in 10 instalments.

NEW LISKEARD, ONT., has sold \$8,468, sewer debentures.

YORKTON, SASK. The tax rate for the year has been placed at 19 mills, which is a very low rate, considering the extensive municipal undertakings that are now in progress and that have been completed this year.

BATTLEFORD, SASK. A by-law to provide \$10,000 for sidewalks was passed.

CALGARY, ALTA. The valuation of the assessable property in the city will be \$10,000,000 more this year than last, the total being \$30,000,000.

BLANSHARD, THP., ONT., has voted in favour of a bonus of \$20,000 to the St. Marys' & Western Ry.

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Brantford	Gananoque	Petrolia	Langenburg	Rosburn
Brockville	Hastings	Port Hope	Wolseley	Swan River
Burford	Havelock	Preston	Yorkton	Winnipeg
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Bolton	Niagara Falls		Calgary
Brantford	Niagara on the Lake	<b>Manitoba</b>	Edmonton
Caledon East	North Bay	Brandon	Red Deer
Cobalt	Ottawa	Portage la Prairie	Strathcona
Cochrane	Palgave	Winnipeg	Wetaskiwin
Elk Lake	Port Arthur		<b>British Columbia</b>
Essex	Port Colborne		Arrowhead
Fergus	Port Robinson	<b>Saskatchewan</b>	Cranbrook
Fonthill	Ridgeway	Balgonie	Golden
Fort William	Sault Ste. Marie	Broadview	Kamloops
Galt	South Woodsee	Hague	Michel
Gowganda	St. Catharines	North Battleford	Moxie
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Agents in France.—Credit Lyonnais.  
 Agents in Germany.—Deutsche Bank.

## SALE OF BONDS FROM 21ST OCTOBER TO 20TH NOVEMBER

PLACE	Population	Assessed Value	Debenture Debt.	Sinking Fund	SALES				PURCHASER
					Amount	Years to run	Interest	Purpose	
Point Grey, B. C.	....	\$12,000	\$70,000	....	\$280,000	50	5	Roads	Wood, Gundy & Co.
South Vancouver B. C.	....	....	....	....	225,000	50	5	Roads	do
Berlin, Ont.	13,083	5,876,798	934,544	....	10,000	40	4½	Park	Steiner & Dunlop
La Broquerie, Man.	410	337,267	....	....	3,000	20 Inst.	6	General	Brent, Noxon & Co.
Oxford East Twp., Ont.	1,943	1,550,284	4,108	....	3,887	5 & 10 Inst.	4½ & 5	Drainage	do
Revelstoke, B. C.	5,000	....	....	....	40,000	25	5	Power Plant	do
Morris Twp., Ont.	2,257	2,100,205	16,555	....	4,277	20	5	Drainage	do
Barrie, Ont.	6,783	3,039,460	301,500	....	83,000	20 & 30	4	L. I. & Bonus	do
Grey Co., Ont.	....	....	....	....	20,000	20	4½	Bldg. Bridge	Dom. Securities Corp.
Victoria, B. C.	2,500	....	....	....	15,000	24	4	Scavenging	do
Nelson, B.C.	6,000	....	....	....	10,000	..	....	L. I.	do
do	....	....	....	....	5,000	..	....	"	C. R. Somerville
do	....	....	....	....	2,600	10 & 20 Inst.	6	L. I.	A. Somerville
Vonda, Sask.	....	....	....	....	6,000	30 Inst.	4	....	G. A. Stimson & Co.
Shelburne Ont.	1,171	419,654	24,996	....	6,000	..	....	....	do
Spallumcheen, B.C.	1,000	....	....	....	16,000	20 Inst.	4½	School	do
Scarborough Twp., Ont.	3,623	2,251,398	5,269	....	10,000	20 & 40	5	....	do
Aylmer, Que.	....	....	....	....	9,833	10	5	Drainage	do
Colchester N. Twp., Ont.	1,821	882,430	28,212	....	970	15	5	L. I.	do
Bothwell, Ont.	766	196,961	29,506	....	25,000	30 Inst.	5	School	Burgess & Co.
Moose Jaw, S. D., Sask.	....	....	....	....	30,000	30	4½	....	do
Sydney, N. S.	....	744,190	112,500	5,453	8,468	..	....	Sewers	Hanson Bros.
New Liskeard, Ont.	1,616	1,107,242	....	....	23,800	..	....	....	W. J. Blair
Birtle, Man.	1,190	1,825,724	300	....	2,000	20	6	....	J. A. Reid & Co.
Langham, Sask.	....	....	....	....	45,000	30	5	....	Nay & James.
Maple Creek, Sask.	1,000	....	....	....	16,000	20	5	Sewerage	do
Nanton, Alta.	....	....	....	....	15,000	..	....	Light & Power	Bank of Hamilton
Strathcona, Alta.	5,000	....	....	....	70,000	20 & 30	4½	Telephone	J. A. Reid & Co.
Collingwood, Ont.	7,414	2,859,340	394,089	....	10,000	20	5½	Sewers	Hanson Bros.
Battleford, Sask.	1,000	....	....	....	11,000	10 Inst.	5	Loan	Burgess & Co.
Waterford, Ont.	1,080	280,236	5,408	....	55,000	40	4½	....	G. A. Stimson & Co.
Fort William, Ont.	23,000	14,497,242	....	....	1,500	10	5½	Roads	J. F. Iacasse
Guernsey, Sask.	....	....	....	....	....	....	....	....	J. A. Reid & Co.

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*Preserves Roads  
Prevents Dust*

## Worcester's Experience with Tarvia

Worcester, Mass., has now used 380,000 gallons of Tarvia for the preservation of its roads and the prevention of dust.

The Tarvia methods were tried only after a prolonged and thorough investigation by the Mayor and the Superintendent of Streets. All of the street work that was done in the previous four years in eastern Massachusetts, both with Tarvia and other dust layers, was carefully examined.

The results of the first applications of Tarvia in Worcester were so satisfactory that the city is now purchasing several tank cars of Tarvia each week, and all new macadam construction in Worcester is being done with Tarvia X, the grade recommended for new work.

In a public statement recently, Mayor James Logan states, "Tarvia speaks for itself. Thus far it has recommended itself, and the Tarviated streets are the best ones in the city". No one who looks over the city can escape the same conclusion.

The advantages of the Tarvia treatment may be stated as follows:

The road lasts longer.

Dust in dry weather and mud in wet weather are abolished.

Heavy automobile traffic wears the road but little.

Traction resistance is reduced.

Frost and snow do not soften the road.

Tarvia is made in three grades:

Tarvia X for use in road construction.

Tarvia A for use on the surface of macadam roads to preserve them and keep them dustless.

Tarvia B for use as a dust suppressor.

Illustrated booklet describing treatments in full, sent on request.

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