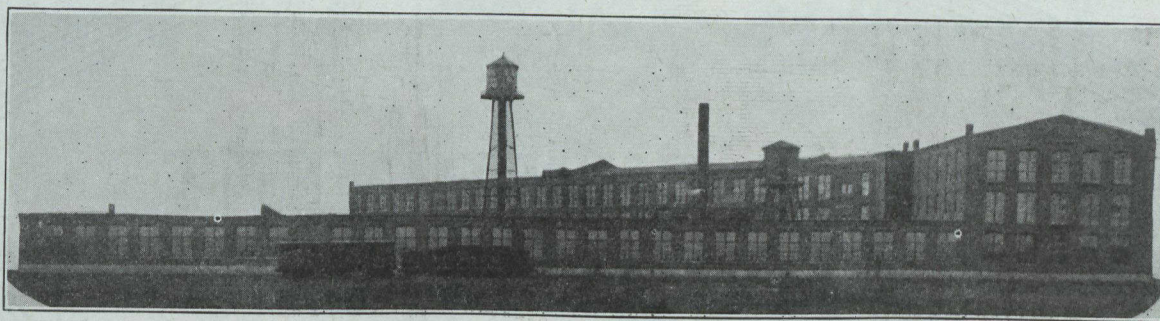


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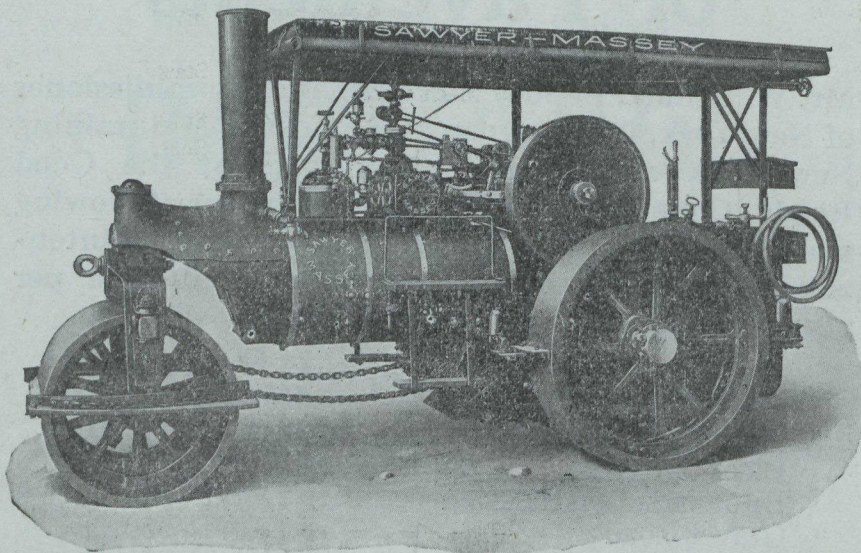
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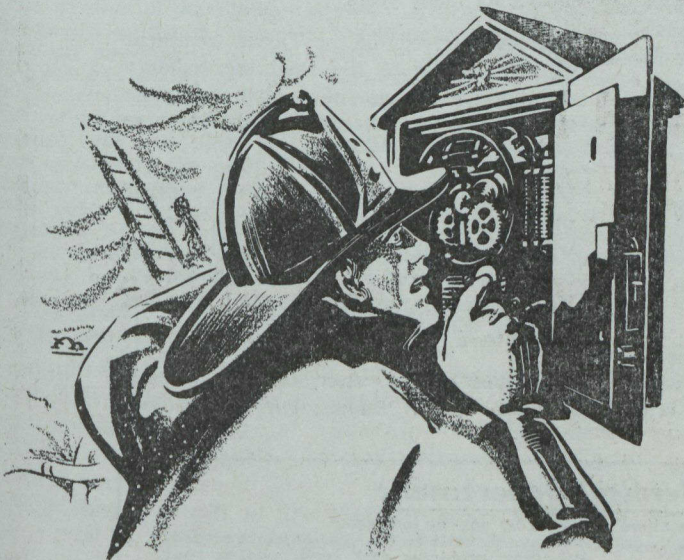
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Official Organ of the Union of Canadian Municipalities

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Vol. XII

APRIL, 1916

No 4

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Civic Government in Germany

"There can be no doubt that the efficiency of city Government will finally be promoted by the lessons which the war is teaching. In that war the individualism of England has been sharply contrasted with the collectivism of Germany. The notion that the community exists only for the citizen has been brought face to face with the notion that the citizen lives for the community, and in the terrible conflict of war, which is still the ultimo ratio among the sovereignties of the world, the German ideal has shown its vast superiority in the matter of efficiency over the English and American ideal. However, we may deprecate the heartlessness of the methods used in warfare, we cannot refuse our admiration to the wonderful results accomplished, not only upon the battlefield, but in soldierfying and organizing the entire body of the people in behalf of the common cause, not each individual or class for its self, but all the nation. Whether Germany wins, or is overcome by the greatly superior numbers and resources of her adversaries, the demonstration of her superior efficiency is very clear".

The above is an extract from an address by Mr. W. D. Foulke, President of the National Municipal League of the United States, and the reason we have quoted it is to deny as emphatically as we can the superiority of municipal government in Germany, and we believe that the sooner municipal students in this country are disabused of the idea of the so-called thoroughness of the German system the better it will be for their peace of mind. We go further and say that it would be a sorry day for us if the Germania brand of local government ever had an opportunity of being introduced into Canada—our rights and privileges as citizens to control our own municipalities would be gone, and without the satisfaction of knowing that we were being controlled even efficiently. We remember some years ago having to make a study of civic government in Germany itself—as it actually exists, or did; not as it is worked out on paper. We had to get the facts, and all we need say is, that living under the most adverse municipal conditions in Canada is very much preferable, to a man with red blood in his

veins, to living under the conditions of municipal Germany. The German form of civic government is in reality but a detail of the state government which is bureaucratic in form, and as far as the head—the Kaiser—is concerned, autocratic in power. Citizenship, as we understand the term, is unknown in Germany, the men and women being merely numbers, their usefulness being measured principally by their pro-creation proclivities.

The mayor, who is appointed by the state, and moved from city to city, is the real ruler, responsible to the imperial authorities only. The members of the council (local men) being ciphers in their own municipality. The whole life of the individual is regulated, not by himself, he not being capable in the eyes of the authorities, but by the council (the mayor), and where that official is of a tyrannical nature (in many places), the inhabitants are little better than prisoners under suspended sentence; and they dare not protest. During our investigation in Germany we came upon instance after instance of petty tyranny, which would be intolerable in a Canadian community, a tyranny practised by officials who, instead of being efficient as the advocates of system maintain, would not hold a municipal job down in this country for a week. We would suggest to those who are in love with the much vaunted German system of municipal government, to find out the real facts, not from the published reports of the German government, or from the evidence of its municipal officers, who cannot call their soul their own, but from the people themselves in their own homes, who, when open enough to tell the truth, would soon dispel the idea of German efficiency in civic affairs. On paper the German system of municipal government is beautiful, but in practise bad, and unthinkable in a democratic country like Canada.

Interfering with the Rights of Citizens

There has been transpiring at Ottawa during the last month some really illuminative work of the power of municipal organization and some sidelights on the workings of the Union of Canadian Municipalities, and one of its healthy children, the Union of British Columbia Municipalities.

We had thought that Canada had made sufficient progress in the building up of her civic and national life that the bad old days of special privileges were over, but we were mistaken. At least a deliberate attempt has been made to ride roughshod over the rights of the citizens by the franchise exploiter. This privilege snatching took the form of a private bill to give a blanket charter to a corporation—simple and innocent looking in its wording but obnoxious in its meaning and powers.

The subject of the bill was the Western Canada Telephone Company and the object of its promoters the over riding of everyone of those clauses protecting the municipalities, which the Union of Canadian Municipalities after many and long bitter fights had had inserted in the Federal Railway Act, and even since the Railway Act came into force many attempts have been made to evade these same protection clauses by the introduction of new legislation by interested parties, in the form of private bills, but owing to the vigilance of the U. C. M. they have all failed.

The clauses referred to, and known as the U. C. M. clauses, are contained in Sections 247 and 248 of the Railway Act, as amended in 1908, and read as follows:—

Section No. 247.

Nothing contained in this section shall be deemed to authorize the company to exercise the powers therein mentioned for the purpose of selling or distributing light, heat, power or electricity in cities, towns or villages, without the company first having obtained consent therefor by a by-law of the municipality.

Section No. 248.

Notwithstanding anything contained in any Act of Parliament of Canada or of legislature of any province, the company shall not, except as in this section provided, construct, maintain or operate its lines of telephone upon, along, across or under any highway, square or other public places, within the limits of any city, town or village, incorporated or otherwise, without the consent of the municipality. If the company cannot obtain the consent of the municipality, or cannot consent otherwise than subject to conditions not acceptable to the company, the company may apply to the Board for leave to exercise its powers upon such highway, square or public place; and all the provisions of the last preceding section, with respect to proceedings where the company cannot obtain the consent of the municipal council or other authority, shall apply to such application and to the proceeding thereon.

As soon as the Western Canada Telephone Bill was printed it was found that the above clauses had

been omitted—not even a reference to their existence—so that when it reached the Committee stage the representatives of the two unions, backed up specially by the principal municipalities over whose territory the company proposed to operate, put up such a fight that the committee instructed the bill to be reprinted with every amendment and alteration, demanded by the delegates, inserted.

The contrast of the wording of the original bill and as amended makes interesting reading to the student of democratic government. Had the bill, as originally presented, been allowed to pass into law, the citizens of the West, and indeed the whole of Canada, would have been at the tender mercy of a private corporation with powers of such an arbitrary nature that neither the municipal nor the provincial authorities could save them. Any part of Western Canada could have been expropriated for the erection of the company's works, poles, etc.; wires could have been run anywhere on or across private property or public thoroughfares, without so much as a protest being allowed—only compensation—so much a pole. No consideration would be given to the rights of the people. There would be no necessity.

So that our readers, particularly new municipal executives may know something more of the great work of the U. C. M. in its protection of the municipalities, as exemplified in the Telephone bill just mentioned, it would be well to state that for fifteen years the Union has been fighting against these inroads. For years the executive fought to have inserted in the Railway Act, which controls all transportation, telephones and telegraphs, the special clauses already quoted; which really mean that today no railroad, telephone or telegraph company can come into any municipality without its sanction. But now and again a special private bill is introduced to override the Railway Act (its great weakness), and no doubt some of these private bills would pass if it were not for the continual vigilance of the U. C. M., which insists on the insertion of the now famous U. C. M. Clauses.

There is no doubt but what the Union has, and is doing a big work for the protection of the municipalities of Canada when their rights are being interfered with at Ottawa and the Provincial Unions are doing their good share in the provinces. We sometimes wonder if the municipal councils which are continually changing are fully alive to the splendid self-sacrificing work that is each session being quietly done for their benefit. They would soon know what they were up against if some of those private bills got through. Union is surely strength where the municipalities are concerned, and no council, as trustees for the citizens, can afford to ignore their responsibility.

BUREAU OF SOCIAL RESEARCH FOR THE WEST.

The three Provincial Governments of Manitoba, Saskatchewan and Alberta, have joined together in establishing a bureau for the study and working out of social problems under the directorship of James S. Woodsworth, of Winnipeg. Practically the new work, which is officially known as the Bureau of Social Research, is the outgrowth of the Canadian Welfare League, which was founded two and a half years ago, in Winnipeg, and through which Mr. Woodsworth has been enabled to carry on a really big work in social welfare. Through his very practical addresses, and special articles in this Journal, we of the East have been able to grasp the immigration problems of the West in a way not possible by official statistics, and we believe that with the strong co-operation of the prairie governments and the help of the three provincial committees, each under the chairmanship of a Cabinet Minister, every social problem affecting the progress of the West will be gone into thoroughly, and the conclusions arrived at acted upon by the respective Governments.

The social welfare of the people is the first essential of a progressive country, and as the great principle underlying the new Bureau is the conservation of the human resources of the West, and it is to be hoped later of the whole Dominion, the work will be watched sympathetically by every urban and rural municipality in Canada. We hope from time to time to publish in this Journal the findings of the Bureau, which cannot help but be of great assistance in the organizing of our social forces with the great object of raising the standard of Canadian citizenship.

PEOPLE'S FORUMS.

For some time certain municipalities—notably Ottawa and Winnipeg—have had a people's forum, with the idea of promoting and stimulating good citizenship. The usual procedure is to have meetings on Sunday afternoons in some central building which is open to all irrespective of nationality or creed—and free. The best speakers on subjects common to the people are invited and discussions encouraged; and good music given. From the syllabuses we have on hand it would seem that the citizens of those municipalities which have taken the work up are having a continual feast of mental recreation, and the promoters deserve great credit.

Recently a people's forum was started in Montreal and though the meeting place is not the best, the enthusiasm of the audiences is a guarantee of its success. Such subjects as "Compulsory Education," "Proportional Representation," "The Need for Technical Education," "National Labor Bureaus," have been taken up, and on one Sunday as an experiment the whole of the afternoon was given to music with splendid results. It seems to us that the spreading of such a movement throughout Canada could not help but have far spreading consequences in raising the standard of citizenship, for who among us is not ready, indeed anxious, to listen to a good address and discussion on some subject that bears directly or indirectly on the communal side of our character; and good music is always uplifting. We venture to say that there is not a community in Canada, however small, but which could make a success of a people's forum.

MRS. HENDERSON AND THE JUVENILE COURT.

Much interest has been taken in the article on the Juvenile Court by Mrs. Rose Henderson, which appeared in our March issue, and inquiries have come to us as to what position the lady occupied in the court of which she shows such special knowledge. In answer to these inquiries we might say that Mrs. Henderson is the English speaking probation officer of the Montreal Juvenile Court, of which Judge Choquet is judge. There is also a probation officer for the French speaking Canadians.

There is no doubt that the splendid success of the Montreal Court is due to the working together of the judge and Mrs. Henderson. The conviction in the minds of both is that there is much good in the worst boy or girl that comes before the court, and it is for them to find it out by patience and sympathy. So no wonder that wonderful success has been made. The success or failure of a juvenile court depends absolutely upon its personnel, and we would like to see the day when Mrs. Henderson herself will be appointed assistant judge. She deserves the honor.

TORONTO'S FINANCE COMMISSIONER.

We congratulate Toronto on being able to secure the services of Mr. Thomas Bradshaw—a partner in the firm of A. E. Ames & Co.—as Finance Commissioner. Gifted with a deep sense of the public responsibility of the high standing he occupies in the financial world, Mr. Bradshaw, in accepting the position as head of Toronto's treasury department, is sacrificing much to what he conceives his duty to the citizens of the Queen City, for though the salary (\$15,000) is a good one, it hardly compensates financially the commissioner for the giving up of his many activities. But Mr. Bradshaw has a great opportunity in his new work in not only placing Toronto's finances on a sound basis, but in setting an example to those many municipal treasurers who are looking for guidance.

Mr. Bradshaw's qualifications for the position are many. He has an international reputation as an actuary; a thorough and practical knowledge of finance; has great executive ability, and knows how to deal with men and difficult situations. And his great ability will be put to the test in the near future for the financing of a great city like Toronto under the extraordinary conditions that have arisen owing to her rapid growth is no easy task. It is certainly a big man's job, and as Mayor Church truly says, "We have procured the best man in the Province as head of the treasury department." Toronto certainly has.

ALDERMAN L. A. LAPOINTE, M.P.

Mr. L. A. Lapointe, M.P., who has thrown his hat into the municipal ring in Montreal, and announced his intention of running for the mayoralty chair in April, is member of Parliament for St. James division, Montreal. He has been an alderman of the city for the past sixteen years, for several of which acting as leader of the Council. He was born in Vercheres County, Que., in 1866, educated in Montreal, and went into business as a wine and liquor merchant. Alderman Lapointe has long been connected with the Union of Canadian Municipalities, and is also keenly interested in the Good Roads movement. In the mayoralty race he will have as his chief opponent Mayor M. Martin, who is also a member of Parliament from Montreal.—Journal of Commerce.

The Good Roads Congress

The Third Good Roads Congress which was held last month in Montreal, was an advance on its predecessors in the fact that a keener interest was shown in the proceedings and exhibits by the visiting delegates, who were principally municipal executives and officials—good evidence of the importance that good roads has become to both rural and urban communities. A strong feature of the congress was the common sense nature of most of the papers and addresses. Though each paper was in the hands of an expert, the subject dealt with was expounded in language easily understood by every member of the audience, with the consequence that instructive discussions took place at all the sessions. This insisting on simplicity was a wise move on the part of the executive, and is bound to result in the wide spreading of the gospel of good roads.

Among the general impressions made on our minds by the congress, three stand out:

First, that good country roads from being the luxury of the motorist, has become the necessity of the farmer. This was particularly shown in the address of the president, who, as Deputy Minister of the Road Department of Quebec, was constantly receiving requests from rural communities to build roads in the vicinity. Now, as the Government only supplies part of the money, leaving the community to find the balance, and as \$14,000,000 has been spent on road building in Quebec within the last few years, this is strong evidence of the demands of the farming community, and practically the same desire comes from Ontario, and all the other Provinces.

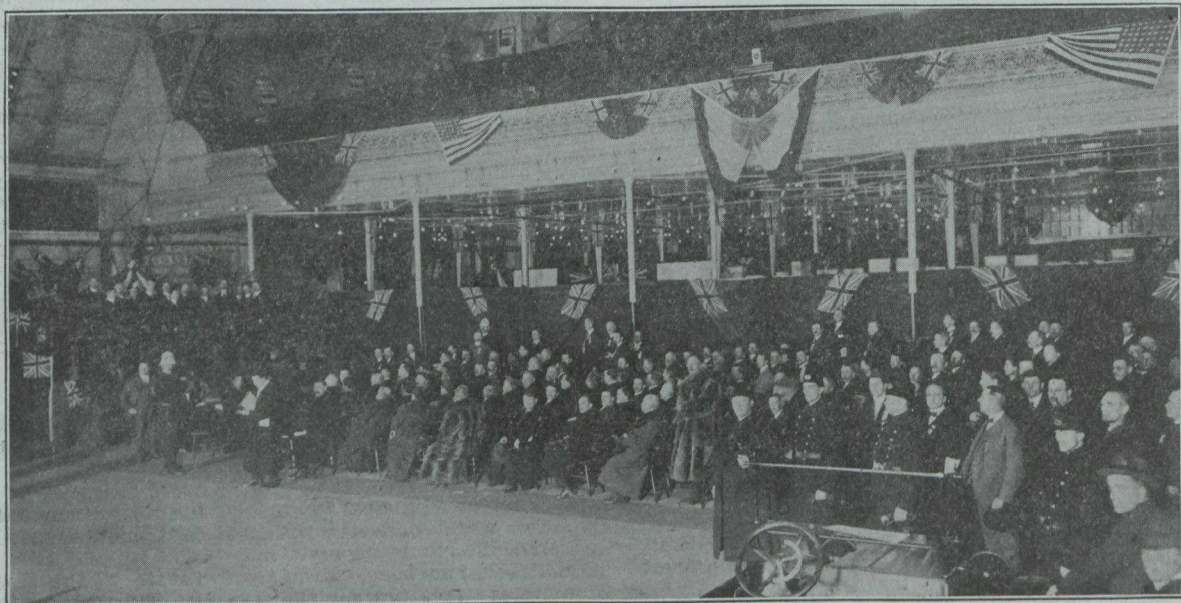
Second, that motor traffic is the most decisive factor to-day in determining the nature and class of roads to be built, particularly in dealing with main roads and city streets. This was proved conclusively by more than one speaker, showing the vast differ-

ence of wear on road surfaces by motor traffic and ordinary traffic, and as heavy, as well as light, motor traffic is rapidly growing in volume, the building of suitable roads to meet the new conditions is a bigger problem than either McAdam or Telford had to face.

The Third impression made on our mind was the value of such a congress to help municipal engineers in determining as to the best means of overcoming the many difficulties of road making, as instanced in the previous paragraph. The problem of road building is very much more complicated in Canada than in most countries, on account of the extreme climatic conditions, and it is remarkable how well these difficulties have been overcome by our engineers during the last few years. There is no doubt but what the Good Roads Congress has been a large factor in the educative work of road building, and Canada cannot have too much of a good thing.

NEXT YEAR'S ROAD CONGRESS AT WINNIPEG.

The Good Roads Congress has decided to hold its next meeting at Winnipeg, on the invitation of the Government of Manitoba and the City of Winnipeg, who were supported by a number of the Western municipalities. The decision of the Congress to go West for a time was a wise move, for if it is to be national in character it must move from Province to Province—or at least from East to West alternately, and Winnipeg is the logical location for the next Good Roads Congress. Both the new president (Mr. Jules Duchastel), and the secretary, Mr. Geo. MacNamee, are determined to make the next Congress a success. They can at least count on the hearty support of the West as well as the East.



Flashlight scene of opening session of the Good Roads Congress, a full report of which will be issued as a special supplement to the May issue of the Canadian Municipal Journal.

A CANADIAN NATIONAL HIGHWAY

The Editor:

We were interested in the mention made on Page 82, of your March issue, of the campaign which we are conducting to assist in bringing about the construction of the Canadian Highway across Canada.

We shall be glad to mail a copy of our recent pamphlet upon this subject, to any of your interested readers who will drop us a line.

It occurs to us that your valuable paper, circulating as it does from end to end of Canada, could assist greatly in the work, and our idea is, as follows:

As you know the route we advocate across Canada touches at the following points: Tofino, Alberni, Nanaimo, Vancouver city, Hope, Princeton, Greenwood, Fernie, Lethbridge, Moose Jaw, Regina, Winnipeg, Ottawa, Montreal, Quebec, Moncton, Amherst, Sidney and Glace Bay, and other intermediate points on the direct line of this route, as is shown on the enclosed map.

There are various ways that the Canadian Highway might be built, but the simplest way of bringing about the linking together of the road, is for each section to "independently co-operate," following the line of this route with local construction work so that the whole may ultimately connect. (This was the method followed in the Pacific Coast States, between Mexico and Canada, resulting in the linking together of the Pacific Highway over this entire distance in six years.

Undoubtedly the Canadian Highway can be constructed across Canada, within the next few years, by following the same methods that brought about the construction of the Pacific Highway. Publicity is the chief essential, so that the various communities will have it kept constantly before them that by building East and West they are ultimately going to connect up with something. Our Association took an active part in the Pacific Highway campaign, and a handicap at the outset was that there was no one publication covering the entire area. With the Canadian Highway conditions in this respect are more fortunate, for your Journal has a wide circulation, over the entire territory of the proposed Canadian Highway, and it is evident that the movement has your sympathy.

What we should like to suggest to you is that you start a "Canadian Highway" page, commencing with extracts perhaps from some of the material we enclose herewith and a reproduction of the map, and following it up, from month to month, by paragraphs from your various correspondents from Coast to Coast as to any new roads, re-grading, paving, or other work being done from time to time along the route.

The publicity you are in a position to give this project from month to month will reach exactly the places where it will be of most value, and, from our Pacific Highway experience, we can say that the news of work being done, and the efforts being made by others, has a most stimulating effect upon pushing the work ahead in other communities hundreds of miles distant; it seems to produce a feeling, not exactly of rivalry, but a feeling that it is worth while to push the local road far afield for some day it will "connect up."

Trusting that your Journal will see fit to assist in this great National work, we are,

Sincerely yours,

ISLAND AUTOMOBILE ASSOCIATION OF B.C.

L. HARRIS, Secretary.

(Editor's note.—This Journal is arranging to give some space to the Good Roads' Movement of which a National Highway across Canada would form an important part and we invite correspondence on the subject.)

The Wimbledon (England) Town Council, in order to increase the production of war time fruit and vegetables, have secured land which will be let out in allotments.

The office of town sergeant of Colchester, Essex, Eng., is to be filled by a woman until the return from the front of the male official appointed to that post.

The number of paupers in England and Wales is now 566,338, as compared with 636,040 at the end of the first year of war.

FORMS OF MUNICIPAL GOVERNMENT.

The Editor:

The "Canadian Municipal Journal" for March, 1916, has just reached me, and as usual, I have been interested in examining it. I was greatly surprised to note a statement appearing on page 82, in an article entitled "Forms of Municipal Government." This statement is to the effect that the commission form of government is in force in about 350 cities in the United States, and the manager form in about 45 cities, but the largest city that has adopted either one of these forms is Dayton, O. It is true that Dayton is the largest city to have adopted the manager form of government, but with regard to the commission form the statement is hardly correct. It is quite possible that it was caused by a mere slip of the pen. You will probably receive a number of communications to this effect, but it may be well to submit the following list of large American cities which are now operating under the commission form of government:

City	Population 1910	Rank in size
Buffalo, N.Y...	423,715	10
New Orleans, La...	339,075	15
Washington, D.C...	331,069	16
Jersey City, N.J...	267,779	19
St. Paul, Minn...	214,744	26
Denver, Colo...	213,381	27
Portland, Ore...	207,214	28

These are the cities of over 200,000 population that have to date adopted the commission form. In addition to this there are 8 cities of between 100,000 and 200,000 population that are under commission government, or (in the case of Dayton), the manager form, and a number of cities which in 1916 are estimated to have a population of 100,000 or more. Only one city in the United States, and that a small one, has so far returned from the commission to the council form of government.

I hold no particular brief for commission government, but I believe that you will be glad to make these corrections in the interest of accuracy.

Very truly yours,
ANDREW LINN BOSTWICK,
Municipal Reference Librarian,
St. Louis, Mo.

ANOTHER LADY TOWN CLERK.

Coaticook, Que., March 1, 1916.

The Editor:

While looking over recent numbers of the Canadian Municipal Journal, my attention was drawn to the interesting pen sketch by "Ajax," in the November number, of Miss M. A. Dickinson, of Windsor, Ontario, who is referred to as the only lady acting city clerk in Canada, and probably the only one in the world outside of Poland.

In this connection I think your readers might be interested to know that while Miss Dickinson may hold a unique position as the only lady acting city clerk in Canada, the town of Coaticook, Quebec, has, as its duly appointed and authorized city clerk and secretary treasurer, a lady, in the person of Mrs. Marie-Rose Chartier.

Mrs. Chartier has held this position for over a year, and previous to her appointment she had been employed in the office of the municipal council for some fifteen years, acting as assistant to the late Mr. Otis Shurtleff, who ably performed the duties of the office for over fifty years.

The results of her fifteen years association with so careful, efficient and thorough an official as Mr. Shurtleff, were that when he was called from his labors in 1914 Mrs. Chartier was well fitted to assume the duties of the office. She did assume these duties, and in their performance gave such entire satisfaction to the council and the public that at a meeting of the municipal council she was appointed to the office of secretary treasurer, which office includes the duties of city clerk. Her duties are increased by the fact that the electric light system of the town is under municipal ownership, and a large amount of the office work connected with this department comes under Mrs. Chartier's supervision.

Coaticook has been extremely fortunate in the matter of secretary treasurers. The late Mr. Shurtleff for over fifty years discharged his duties faithfully and well, and in Mrs. Chartier we have found a worthy successor.

Yours truly,
I. B. WADLEIGH.

The Immigrant Invasion After the War

(By J. S. WOODSWORTH).

SECOND INSTALMENT.

There is the serious question as to whether with such a rapid influx Canadian standards of living can be maintained. On this point it is worth noting the warning which comes to us from the United States Commission on Immigration:—

"The measure of the rational and healthy development of a country is not the extent of its investment of capital, its output of products, or its exports and imports, unless there is a corresponding economic opportunity afforded to the citizen dependent upon employment for his material, mental and moral development.

"The development of business may be brought about by means which lower the standard of wage-earners. A slow expansion of industry which would permit the adaptation and assimilation of incoming labor supply is preferable to a very rapid industrial expansion which results in the immigration of laborers of low standards of efficiency who imperil the American standard of wages."

Let me say a good word for the foreigners. Few of us realize the riches which he brings with him. In fact, from Europe these streams of immigration bear with them valuable deposits which may enrich our national life if we have but the good sense to conserve them—a high idealism, love of art, music and literature, patient industry, deep religious devotion. All these the immigrant brings to our shores. We cannot afford to lose any one of them.

The danger is perhaps of too rapid assimilation.

Most Canadians despise the foreigner. The foreigner himself soon catches the prevalent attitude and becomes ashamed even of the excellencies in his own civilization. Unfortunately, too, he often picks up the worst in our Canadian life.

There is another side of the question, as social workers recognize. These foreign children despise their parents and disregard their views, and thus constitute the class from which our juvenile criminals are recruited.

No true man will think lightly of his mother country. What would you think of an Englishman who forgot the home land? As to the Scotchman, I have even seen them in their kilts playing the bagpipes in the open street without their being ashamed of themselves. No, we appreciate people to the extent to which they appreciate themselves.

Canada and the United States.

A century ago the population of the United States was five millions. At the beginning of this century Canada's population was five millions. But whereas in the first ten years of last century the United States received only 70,000 immigrants, Canada received nearly two millions. That is, our responsibility is 28 times greater than the United States.

Further, up to the year 1870, less than 1 per cent of the total immigration to the United States came from South-Eastern Europe. Almost 20 per cent of our immigration comes from South-Eastern Europe. According to our Northern standards, the peoples from South-Eastern Europe are lower in the scale, but in any case the very fact that they are so different from ourselves constitutes the problem. If the United States had difficulty, how much greater our task.

I would like to draw the attention of my readers to the serious problems arising because of the varieties of language, the lack of proper housing, educational needs, and the question of unemployment. The difficulty is that we have too long been quite indifferent to these needs. We have allowed the so-called segregated area to be created. One prominent citizen has said—I don't want that kind of thing next my house. They are only foreigners down there.

That is the trouble, "Only Foreigners. We have tried to segregate ourselves as far as possible from them, have exposed them to all sorts of vicious influences, then wonder why they are not assimilating.

Bi-lingualism.

Several important questions arise. First, there is what is associated with the term "Bi-lingualism." Personally I have a great deal of sympathy for the foreigner in his

desire to retain the language which his father and mother speak, and which is the language of his religious expression. I can see no reason why under proper safeguards provision should not be made for the teaching of other than the English language. We do this in our universities, where we recognize the cultural value of the various European languages. Why should it not be done at the age when children can most readily learn a second language. But, this should be done in such a way that it would not interfere with unifying influences of the school. English should be the language of our schools, and should be taught thoroughly. The question of separate schools is quite distinct, and altogether too complicated to be entered upon here. The fact is that we have undertaken bigger problems than we realize, e.g., in the Mennonite communities in Southern Manitoba, and the Doukhobor colonies in Saskatchewan and British Columbia coercion would be simply Germanization and Russification.

Further, modifications in our school system become necessary. Our school system is built upon the principle that it is to the benefit of the state that the coming citizen should receive a good elementary education. Formerly our citizens arrived by the gateway of birth, now most of them come via Halifax or St. John. We have made no general provision for the teaching of adult immigrants.

In this respect Winnipeg has done excellent work, but in the majority of our Canadian communities absolutely no effort is being made to instruct our adult foreigners in the English language, or in the principles of Canadian citizenship.

According to our present system the initiatory and organizing of school districts is left to the various localities. This should not be the case under present conditions. Further, in my judgment, the Provinces are handicapped financially in their educational work. We should look to the Dominion Government for substantial grants for educational purposes.

The Melting Pot.

The race map of Western Canada looks very much like a crazy patch-work quilt. How can these people be sufficiently united to form one strong nation. Europe has been transferred to Canada. Here we have all the divisions of race and language and social customs, and all the inherited animosities of centuries. What Europe has failed to do in a thousand years Canada must attempt.

The ideals of the past alone will not suffice. Last Empire Day it was my privilege to address the children of one of our North End schools (the foreign quarter of the city of Winnipeg.) They sang "Children of The Empire," "Our Fathers Fought and Died." The incongruity of it struck me. Almost every one of them foreigners. None of their fathers had fought and died. And my thoughts went out to my grandfathers' old sword, which for me symbolizes the early history of Canada. Had these children then, no part in the Empire. Surely, and I told them that the true children were not necessarily those that were children to the flesh, but those who had caught the spirit of the fathers and were willing themselves to fight and die,—or better still, with true devotion to give their lives to the upbuilding of Canada and the Empire.

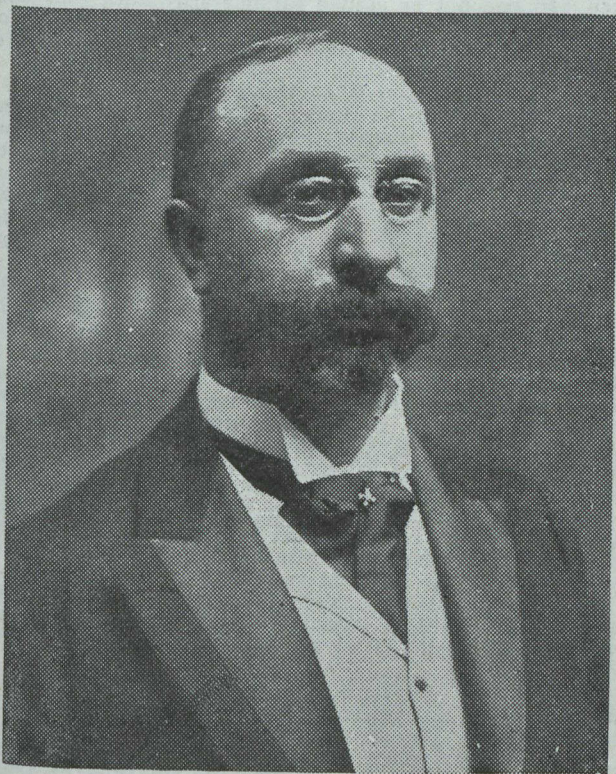
We reverence the flag, not chiefly because it has so long braved the battle and the breeze, but because it represents a long struggle for freedom,—a struggle not yet complete.

The flag itself is a composite one. More crosses may still be added. Our national and imperial ideal must be big enough and noble enough to include the best that all the nations may bring us.

England, the Mother, of Parliaments, could have no greater mission than to make possible the fulfillment of Tennyson's dream—When the war drums throb no longer and the battle flags are furled, in the parliament of men, the federation of the world.

Jewish Court of Arbitration

By DAVID DAINOW.



MAXWELL GOLDSTEIN, K.C.
President of Jewish Court.

There has recently been established in the City of Montreal a very unique and interesting institution called the Montreal Jewish Court of Arbitration. This was established in July last as a result of an agitation which has been proceeding for several months amongst Jewish residents who felt that the continual appearance of their co-religionists in the courts of the city upon petty quarrels arising either from domestic difficulties or commercial transactions was causing an erroneous impression amongst outsiders concerning the Jewish people and their dealing with one another. For such litigation, when thoroughly investigated and viewed sympathetically, amounts to very little, and in no way indicates a low standard of morals, yet the outsider sees in it an intimation of habitual wrong-doing and reprehensible conduct. This, in view of the fact that it has been authentically proven that criminality and evil doing is much lower amongst Jewish people than in others, puzzled the leaders of the community, and when the agitation for the establishment of a Jewish Court of Arbitration where disputes between Jew and Jew could be heard before a tribunal of their own people was started, the idea immediately found favour, and in a very short space of time the Court was actually established.

That most erudite of Jewish legal men in the city of Montreal, Mr. Maxwell Goldstein, K.C., was asked, and immediately accepted the invitation to become President of the Court. The first sitting was held on July 21st, 1915. The presiding judge was Mr. Maxwell Goldstein, K.C., with a prominent Rabbi and layman as assistant judges, and the decision rendered proved satisfactory, and was considered binding by both parties. Altogether there have been to date 22 trials held so far, at which a lawyer, Rabbi and business man have constituted the Court, and some extremely interesting cases have been heard.

It has been the experience of the Court that the litigants are very much impressed by the proceedings, and in most cases they obey the decision of the Court.

It is intended that the Court shall be self-supporting, and that any surplus shall be handed over to the Baron de Hirsch Institute, in the building of which the Court

meets. For this purpose each applicant is asked to make a preliminary deposit as a contribution towards the cost of running the Court. The charges are made extremely moderate in order to popularize the work, and the nominal sum of \$1.00 is charged for settlement of disputes under \$100.00. For disputes involving a large amount the preliminary deposit is \$2.00. It is left to the discretion of the arbitrators as to whether court costs should be charged. Whenever such costs have been charged in the trials heard, they have been immediately paid by the litigants. The aim of the arbitrators is not only to act as judges in the cases, but to serve as guides to the parties and effect in them a realization of the benefits of a possible settlement of their disputes.

The work of the above Court is proceeding, and has attracted a good deal of attention amongst social workers. The basis upon which it is founded is one that cannot but receive the whole-hearted support of all who are interested in the welfare and peace of the different communities in our city. To the Jewish people the Court renders excellent service and it is often noticed that the complainant and defendant in many a case who come to the Court deeply embittered one against the other, will leave the Court Room, after a sympathetic conference with the arbitrators, much subdued and with a clearer view of the possibility of getting over their difficulties. The successful establishment of the Montreal Jewish Court of Arbitration should lead to the formation of similar courts amongst the various racial elements in our midst, and should even lead to their establishment in other cities of the Dominion.

Any visit to the ordinary courts of our city cannot but convince the intelligent observer that many of the cases and trials which occupy so much time and expense could very well be settled by arbitration. What is needed are public spirited men possessing the necessary legal talent to take the matter in hand and give of their time and thought and energy in order to accomplish such a scheme. Luckily the Jewish community of Montreal has secured the services of a man who possesses profound public spirit, and it is due to the work of Mr. Goldstein that the Court has been able to overcome the rocks of uncertainty and has steered into clear waters.

COMMUNITY WORKERS TO HAVE CONFERENCE.

A national conference on community centres has been called to meet in New York.

The conference will begin Wednesday evening, April 19, and continue through Saturday morning, April 22nd. The main divisions of the conference will be as follows:

- 1.—The Financial Support of Community Centre Work.
- 2.—The Community Centre and Recreation.
- 3.—The Community Centre and Immigration.
- 4.—The Community Centre and Public Health.
- 5.—The Demands of Community Centre Work on the City Plan.

6.—Co-operative Art in the Community Centre; and the Application of Art Forms to Rural Life.

The above problems will be carefully outlined in reports which will be presented by committees in advance of the conference. They will be discussed at divisional meetings, facilities and time being provided for intimate contact between workers attending the conference. Only in a subordinate way will the conference aim to propagandize on behalf of the community centre movement. The work of community centres and playgrounds will be carried ahead in New York City without modification, in order that reliable observations may be made by those attending the conference.

It is probable that no contemporary social movement has developed more rapidly, or taken on a greater diversity of forms, than has the community centre movement during the past four years. The movement has been wider use of school buildings and public properties, but reaches over into varied fields of co-operative action and of social service.

Canadian workers who want to attend the conference should communicate with the secretary, 70 Fifth Avenue, New York City.

Affairs in British Columbia

By JACK LOUETET.

The City of Victoria has practically completed negotiations for the sale of \$1,271,000 treasury certificates to New York buyers, but the price is withheld for the present. Last year 97 was realized for \$1,000,000 5 per cent 3-year certificates.

This city is now considering a method of overcoming the present heavy charges in connection with the sale of local improvement issues, and it has been suggested that serial bonds be issued and an effort made to sell these locally.

An amendment to the city charter would be necessary, but it is believed that the government would look favourably on the proposal.

With changed conditions it is believed that serial bonds will gradually become more popular, more particularly where the bonds are short term. Alderman McNeill favours the purchase of short term bonds, with the sinking fund provided to retire long term bonds, but with the experience of other cities before them the council will no doubt go slow in advising this.

The estimates this year for the City of Victoria outline an expenditure of practically one million dollars, and are the lowest for many years. The main items are for water, sewers and local improvement, \$442,000 being in connection with the Sooke Lake system and watershed.

South Vancouver.

Last year the reeve of South Vancouver decided, from motives of economy, that the springs from which a large portion of the water supply was obtained, should be shut down, and the whole system be furnished with water from the Vancouver mains. The estimated saving was \$2,000 per month. The 1916 Council, after exhaustive tests, have been convinced that water from the wells costs 2 1-3 cents per 100 cubic feet, as against the city's price of 4 1/2 cents, and the actual saving by using the wells averages \$500 per month. This has been the contention of the water superintendent all along.

Much satisfaction has been expressed over the decision of the government to tax war profits, and while the details are as yet unknown, the principle appears to have the approval of the people of British Columbia. Retroactive legislation is not liked, but it is felt that in this instance, and under existing conditions is fully justified.

B. C. Telephone Co.

The application of the B. C. Telephone Co. for a Dominion charter brought forth many protests from them municipalities of B. C., not because of abuses under the wide powers contained in the Provincial charter, but because of the possibilities of abuse in the future. The government has been strongly urged to reserve to the municipalities the control of their streets.

Assessments generally have been heavily cut this year, and in many cases increased tax rates will be necessary. Appeals were not so numerous as last year, and there seemed to be a disposition on the part of appellants not to press their arguments unless the assessment appeared to be disproportionate to surrounding property.

The old troubles between the school boards and the councils have again cropped up in considering the estimates, and will not be settled satisfactorily until the council are given some control over school expenditures or are relieved from the necessity of raising the amount required for school purposes.

Union of B. C. Municipalities.

The Executive of the U. B. C. M. have been actively engaged at Victoria endeavouring to have the Municipal Act amended in many important particulars. It is hoped this year to get a little more time before the municipal committee in order that the views of the municipalities should be properly placed before the house and not ignored as has so often been the case in a hurried session. Power will be asked to have councils appointed for a two-year term with half the council retiring annually. In the case of municipalities with wards it would be necessary for the odd and even numbered wards to be contested alternately. There is no serious difficulty in the way if it is thought advisable to grant this proposal. Another important request is that appeals against assessments be restricted to the right of the owner to show that his property is not equitably assessed in relation to the other portions of the municipality. The definition of "cash value" as called for under the present act has always been a source of trouble to the court of revision, and only the forbearance of the ratepayer makes it at all workable, as in times of stress land could not be sold at any price near the assessed value.

Power to tax railways lands not actually in use for railway purposes will be strongly urged; at present a railroad may buy half the town and make the other half pay all the taxes.

The right of the returning officer to challenge a voter will be asked, the present method of leaving this to the scrutineers being unsatisfactory.

Other matters which the government is asked to provide for are: Provincial aid for maintenance of trunk roads; reduction of hours for sale of liquor during the war; taxation of railways by municipalities similar to the provisions in the Provincial Taxation Act; new powers in regard to borrowing against tax arrears; wider powers in regard to control of subdivision of land; the right to contribute to the various funds in connection with the war; improved Tax Sale laws, and improvement of the law in regard to the support of deserted wives and children.

The co-operation of the Dominion Government is being asked in arranging with the United States for a 25-mile highway along the international boundary from Blaine to Sumas.

Following the heavy snowfall in February, heavy rains in March did considerable damage to roads in Vancouver and vicinity.

In Vancouver the fire brigade was engaged pumping out flooded basements. The worst storms of recent years were experienced in these two months, and unusually high winds occurred periodically throughout the winter.

The Canadian Municipal Journal will issue as a Special Supplement in the May issue a full report of the proceedings, including all the papers and addresses, of the

GOOD ROADS CONGRESS

which was held in MONTREAL, MARCH 6 10

The Child as a Wage-Earner

By J. J. KELSO, Superintendent Neglected and Dependent Children of Ontario.

I have been asked to take up the subject, "The Child as a Wage-Earner." It would probably harmonize better with my views if the subject were "The Child as a Wage-learner." For, briefly, my experience of life is, that all children should learn to work, that our school system is too academic, does not appeal to the average child, and does not adequately equip him for a useful and efficient and happy life. I favour the extension of the kindergarten principle, and the turning of most of our public schools into practical workshops for at least half time. All large industries should be encouraged to establish auxiliary training schools, with a six-hour day instruction in technique for boys and girls over fourteen. These training classes to be given recognition as public schools.

While a fair amount of education is the inalienable right of every child, the best welfare of the community as well as the interests of the child himself are apt to be jeopardized by the attempt to force a particular type of education upon all children.

Our educational system has overlooked that large class of children who are destined to earn their living with their hands, the boys who have brawn and muscle, but only a limited brain capacity. To such children the ordinary school course is usually distasteful and uninteresting.

School laws are steadily being made more stringent, and there is a tendency on the part of theoretical educationists to keep all boys, no matter what their future calling, in the schoolroom until they are sixteen. If the object is to create a nation of gentlemen, then this policy may be a wise one, but we cannot always depend upon foreigners to do the necessary manual labour of the country, nor the unskilled to carry on and develop great industries.

Dislike for work is already far too pronounced, and if boys are legally debarred from manual labour until they are sixteen they will never like it, for the love of work is acquired at an earlier age.

Not long ago the Chief Probation Officer of a large American city told me that he would have to forfeit his position if he said it publicly, but that his private opinion was that too many restrictions were being placed on boys who wanted to go to work. They were becoming street idlers, and in consequence a heavy burden was being thrown on the Juvenile Court.

In a town where truancy was said to be prevalent the Council unanimously adopted the proposal of one of the members that the Chief Constable should be appointed the Truant Officer, as they would in this way save money and also scare the boys into going to school. "The brass buttons will catch them," enthusiastically exclaimed the proposer, and a smile of approval greeted the remark. But is it true that the police uniform will frighten a restless, turbulent boy into the schoolroom? It has not been so in my experience. Harsh measures in dealing with the boy who prefers work to the schoolroom are more likely to provoke hatred and defiance, and to foster the rebellious spirit that believes it has some foundation of justice to warrant a warfare against law and order.

Truancy is frequently the beginning of a boy's contact with our legal machinery, and it is supremely important that all the procedure should inspire him with respect for the judiciary, and instil into him a saving fear of the consequences of wrong-doing. In the Juvenile Court, with kindness, there should be seriousness, decorum, and an entire absence of flippancy. Familiarity should not breed contempt.

The careful study of the wayward or troublesome adolescent boy is all-important, for here will be found the beginning of delinquency, the prolific source of a permanent and hopeless prison class. For boys must be led, not driven. They can rarely be forced to do what they don't want to do. It is easy enough to railroad them into a reform school, but they cannot learn in a residential institution of that type self-reliance and thrift, two essentials to a successful life, but they do learn the fatal

lesson that the country takes good care of the lazy and shiftless, and makes life pleasant and comfortable for them.

The point to be made clear is that education is of various sorts; that boys are of various kinds; and that what is good for one is not necessarily good for another. There is an education which is gained through manual training; through employment at reasonable hours in established industries; the knowledge to be gained at the actual bench of the workman, and in the experimental barn of the practical farmer, the horticulturist, the apiarist, and the poulterer.

Should not the public schools aim to educate the average child in practical handicrafts on the supposition that he is going to be an industrial worker and not a book-keeper, financier, or school teacher? Those who desire to have their children follow the professions can generally find the means to give them a specialized course, and this should not be a direct charge on the taxpayers.

There is no higher patriotic duty than to inculcate the nobility of labour. False notions and standards are all too prevalent and popular.

Mechanism, hammer and nails, cooking, and sewing should be more prominent in the curriculum of the common school than grammar and geography.

There should be organized excursion parties of the older boys to factories, house-building, and other industries. Observation and explanation and experiment will do more than books.

Motion pictures on educative subjects are coming on the market, and these might have a place in the schoolroom.

Instead of sending a truant boy to a reform school, the preferable plan would be to ascertain his tastes and ambitions, and if he still insists that school has no attractions for him, give him what he has a right to demand—a fitting outlet for his creative energy—or possibly place him with some small business firm that will employ him along the bent of his mind. No school law should be too rigid to permit of this.

A vocational association acting as an auxiliary to the School Board would help many young people to obtain congenial employment.

The messenger service is often decried, but there is no use absolutely condemning it, as many of our most successful men began their career in this way, and it is a good preparation for a more permanent position. It would be more reasonable to regulate and control it and to enlist the co-operation of business men with a view to reducing its recognized evils.

There should be no relaxation of efforts in restricting children from engaging in street trades, and eliminating the street-corner loafer. Boys should not be allowed to attend burlesque shows where moral standards are made the subject of parody and joke.

Especially should it be remembered that in dealing with restive, turbulent, erring youth much patience must be exhibited, and the boy forgiven, studied, helped, not once, but many times. The danger is in unreasonably expecting to bring about a transformation after one serious talk, whereas it is only through perseverance and sympathetic effort, and after many failures, that the boy is at last brought to realize that he has a friend; that he is evidently worth helping and saving, and that he has something given him in personal love and friendship on which to build the great ambitions and achievements of life.

Finally, in the case of the child, all work should be educational, all education of a practical character, looking to his future usefulness in the community, and the wages of the father should be sufficiently high to make the family independent of contributions from children. This, and the home without a father, opens up the wider question of social justice, a subject in which great interest is taken at the present time; and naturally this leads to a study of Workmens Compensation Acts, widows' pensions, conditions of employment, and home environment—matters that will, no doubt, receive due recognition from those who are faithfully seeking the solution of this great problem.

SOME BIG MUNICIPAL MEN

(By AJAX)

J. DUCHASTEL de MONTROUGE, C.E.



It seems appropriate, with the next Good Roads Congress being held in Western Canada, that the new president should come from the East, and a Frenchman at that, but born in the United States—partially educated in the Province of Quebec, part of his experience received in Ontario, and naturalized a Britisher; and incidentally a good municipal engineer. This example of positive collectivism in one person has a long name but an awfully short temper with inefficiency. Even the name, long though it may be, represents something worth while—achievement in the past. It is that of Jules Duchastel de Montrouge, and the man behind this name is big enough mentally and physically to live up to it. For professional and business reasons the name is reduced to J. Duchastel and by this name we will now proceed to pen sketch our victim.

J. Duchastel is city engineer of Outremont and has been for ten years, and as this little city stands out as one of the bright stars of Canadian municipaldom, in every part of its administration, which includes the engineering department, and as all the improvements have taken place under the present engineer's regime, it follows that Mr. Duchastel knows his business. He does. He has done his work so well that he is looked upon as the stuff from which experts are made. But he does not write to the papers, which is a weakness, as shown in the present tendency of engineers, to publicly air their knowledge. Essentially practical and direct in his methods, he soon gets to the heart of things, which means that though Outremont's streets and sidewalks are among the best on this continent, their cost has been comparatively small. The same with all the public works, so no wonder the people of Outremont swear by their engineer (and possibly some at him).

Jules Duchastel was born in 1878, in the French Consulate at New York, his father being then Consul. When he was five years of age, he was taken to France, to the old city of Rheims—now almost in ruins—of which one of his ancestors had been mayor. The boy Jules was then brought to Quebec, and between that city and Montreal he completed his education, graduating from Laval University with the degree of B.Sc. The young engineer's first experience was in that best of training schools, the C. P. R., where he was on the staff of the chief engineer. Here Duchastel had every opportunity to exercise his talents—at one time on bridge work, at another on the elevators at Port Arthur, and so on until he had a practical experience of every kind of railroad engineering, which, for training purposes, is probably the hardest in the

world. Then he took up municipal engineering, and in 1906 became town engineer of Outremont, at that time in the real estate stage.

In the planning of the streets, he not only utilized the natural beauty of the place, but improved it by the planing of young trees in every street, and adopted the best methods of laying down the roads and sidewalks, which are all of cement. He recently installed a splendid system of lighting. In all this building up of the municipality, Mr. Duchastel was fortunate in the full support of his council, who have confidence in their engineer. It was well that a man of such calibre should be elected to the presidency of the Good Roads Association.

Mr. Duchastel, who is a member of the Society of Canadian Engineers, has determined to make his year of office as President of the Good Roads Association successful, in showing how best local materials can be utilized in the building of roads. He has already made a good start in his programme, and there is no reason to doubt the success of the next Good Roads Congress, when such a common sense propaganda is being prepared.

MONTREAL AND THE SHAKESPEARE FESTIVAL.

All over the greater part of the civilized world, some time between January and June, of this year, the 300th anniversary of Shakespeare is being celebrated. As mentioned in this Journal in February, St. Louis plans an elaborate pageant; New York, Boston, and other centres, will be well represented as far as the United States are concerned. In England, the usual performances at Stratford-on-Avon will be held, though possibly they will lack somewhat of the luxuriousness which has marked the previous festivals, owing to the general depression induced by war conditions. In Italy, France, and Spain, the Tercentenary will be observed in some manner.

A committee of prominent men and women of Montreal has been formed to arrange a Festival for that city next April. A Shakespearean actor and producer has been secured to organize the details of the Festival, in the person of Harcourt Farmer, who put on "Julius Caesar" in Providence a couple of seasons ago, with such success. The committee has mapped out a tentative programme as follows: A Shakespearean afternoon, with readings, etc., in costume, and appropriate music, at the People's Forum, on April 16th; a lecture on The Women of Shakespeare; another lecture on The Characters of Shakespeare; these lectures to be given some time during April; a performance of "Hamlet" in Westmount; and the performance on April 25th. These will be given by the Shakespeare Tercentenary Festival Committee, and the fine new Congress Hall has been secured for the event. Scenes from "Othello," "Hamlet," "Twelfth Night," "Julius Caesar," "King John," etc., will be done, by a cast of mixed professionals and amateurs, in costume.

Forms of Municipal Government

MAYOR HARDIE of Lethbridge.

Forms of Municipal Government is a fascinating subject to those who have the real interest of the country at heart, because after all, Municipal Government is so bound up with the Dominion's welfare that its very success is largely dependent upon City Government. If City Government is good or bad as a whole, the country is affected in much the same way, because the country cannot escape the influence of City Government.

This fact is not, we think, as fully understood or realized as it should be. The average man does not see under the surface, and he goes on in the even tenor of his way only seeing things superficially, and assuming that they are O.K., just because they look so, irrespective of the fact that one of the strongest factors in the accommodation of his whole life is government, Federal, Provincial and Municipal, and the one of these three playing the largest part in his comfort and accommodation being the Municipal. His home and business are in one, which he enjoys just in proportion to the progress of the Municipal Government where he sojourns.

Progress in a city may be attained in two ways, by judicious and careful management, or by extravagance and waste, both of which are in the hands of the form of government.

It cannot be said that one form is good or bad or all good or all bad. A Government may have much of both and still be good or bad in the final results depending on many circumstances and conditions. That applies to private corporations as well as municipalities, bad judgment, evil judgment, lack of interest, too much interest without ability to back it up, and hundreds of other elements enter into the composition and administration of Municipal Governments. The management of the C. P. R. is good, and good results are forthcoming, but every act of the management of the C. P. R. has not been good. It is, however, a great success because the good part of the management has by far exceeded the bad parts of it. The good judgment of its affairs have overcome the poor judgment that entered.

Hence the underlying causes of success are honesty, good judgment and close application to the affairs of the company. It is mentioned here because it is the outstanding enterprise in Canada. But why not use some successfully administered city as a text instead of the C. P. R.? Because no city in Canada has been so successfully managed as the C. P. R., and why?

Because there is not the same continuity of trained men in the service of the city that are in the service of the C. P. R. There, in my opinion, is the "crux" of the whole matter. But you say we must believe that there is no prospect of Municipal management ever averaging the efficiency of the C. P. R. That is candidly my opinion, and that as long as we enjoy the privilege of saying how we shall govern ourselves so long shall we pay the piper. This is worth a price, but not the high price we are paying. Then there must be a prospect of improvement over our present general manner of conducting Civic Government. My answer is equally as candid as before, yea.

A private corporation is said to be soulless, and the accusation is more or less true, while a great deal of sentimentality enters into City Government, which is as it should be.

Having the two points of view:—

- 1.—The soulless private corporation and
- 2.—The sentimentality that must, per force, enter into City Government, we may begin to make some deductions as to where we shall or may finally arrive at in our exposition of how City Government may approach the efficiency of the private corporation and be ideal.

The Canadian Municipal Journal has said "for any one to state that any particular system (of City Government) is the only one for Canada does not know what he is talking about."

In that I think it makes a mistake, because there surely is some particular form that might be ideal, and it would not make much difference what that form was if it were capably manned. But the ideal need not be confined to one form, but the ideal must be capably manned if we are to get desirable results.

I quite expect some of my readers to say "Where is he trying to take us, anyway?" Just have patience. The ideal form was in the past the Mayor and Council, and that worked elegantly in old and settled communities where developments were slow, and there was little

chance for grafting. The system developed with the people, and with their interest and requirements under the influence of free institutions. But when the same system was applied without restraints where conditions of growth were so rapid and the accumulations of wealth so easy and rapid, it fell through, because the best men sought other more favorable fields of endeavour, and men of less ability and less honour filled in the gap. These built up machines that fairly reeked with graft, which brought about a new condition of rule, under an influence that has got a grip that is set like a bulldog's jaw, and wants to stay. All this without reflection on many good men who are trying to give us good government under a rotten system that is believed in by many honest men, who are willing to put up with a system that has been long since demonstrated to give about 50 per cent for every dollar spent when gauged by the standard of successful private enterprise.

Do you mean to say that there are not more honest men in civic politics to-day than dishonest ones? I do not, but the very reverse. But the honest men are not expert enough to guide the city, and therefore not strong enough to guard against the weaknesses of the Aldermanic system of government, where the influences of rapid development and other contingencies are at work.

However, under our system of free institutions and "government of the people by the people and for the people," we can scarcely have a better government than the people desire, consequently there is only one course open, and that is to educate the people to require the highest form of government consistent with self-government of the people.

Judged by the successful results from successfully managed private corporations, the ideal system would be the General manager, with a council for a Board of Directors, or Councillor's, but we all know that is not likely to prove successful as a means of City Government for the simple reason that in privately managed corporations, if the management returns the dividends, the manager is IT, and the Directors simply meet to pat it on the back once or twice a year, or oftener. Can we imagine that state of affairs in City Government? No.

Then what about the dual system of Council and Controller? This only gives two or three or more managers in the person of Controllers instead of one, but on the whole it has not been altogether satisfactory.

What about Straight Commission Government in which the Civic Government is invested, in all its details, in a fixed number of Commissioners who are elected directly to certain offices by the people themselves; the Commissioners collectively forming the Council for Legislative purposes and for the control of the general policy of administration?

This, in my estimation, is the ideal system when the Charter under which it would work is carefully and well drawn up. It is ideal from several viewpoints, but more especially from the fact that it is adjustable to the Government of large or small cities, inasmuch that for small cities three Commissioners suffice, whereas for large cities it might be increased to any number thought desirable.

For instance in a city of 10,000 of a population, three Commissioners fill the bill, while in a city of the size of Montreal or Toronto, the work might be divided between 9 to 15 Commissioners, and at the same time constitute a sufficiently large Council to direct the policy of City Government, and act as a Legislative body.

It must not be inferred that I think this system has no weakness. It is ideal, but will have the weakness of weak men—men not fitted by education or temperament or training—that may be elected to office, but it is submitted that these will be less than might be imagined, and less than in any of the other forms because each Commissioner is directly responsible for the management of his department equally to the people and to his fellow Commissioners in the Council.

The Initiative, Referendum and Recall are all involved, and the percentage of votes required for each should be such that they could not be used in a petty way, but at the same time would be a guard against any Commissioner remaining in office against the will of a reasonable percentage of the people who might not be satisfied with the management of his department, for reasons of inability or dishonesty. No servant of the people can be greater than the people excepting in ability.

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Report of the Union of Canadian Municipalities on Recent Business

Owing to numerous calls upon the time of members of the Executive in other directions, the usual Ottawa midwinter committee meeting had to be cancelled for the present, and this report will take its place.

1st.—Finances. The revenue of the Union is insufficient for its current work, owing to a number of members having economized in the wrong direction by not sending the usual annual subscription. It is trusted that this will be corrected in connection with the subscriptions now again due.

2nd.—Re next Convention. Having sounded the circumstances, and views of many of our members, we fear that the agreeable prospect of holding next summer's annual convention, in Victoria, B.C., will have perforce to be again postponed owing to the war, and a central city substituted.

3rd.—Re Unemployment. Fortunately the dark prospect for the present winter, which threatened us last August, was dispelled by the wonderful crop in the north-west, and the strenuous endeavors of the Union to provide against trouble, were happily ended, and have been replaced by efforts to aid in solving methods for preventing unemployment after the war, and financing loyal agricultural immigrants, and returned soldiers.

4th.—Re Western Canada Telephone Co. Bill. This bill, being badly drawn, was found very injurious to municipalities, particularly all those in British Columbia. The Union of Canada Municipalities called attention to its defects which caused several scores of protests from the principal cities and towns of Canada to be wired to Ottawa. In consequence, and aided by the energetic President of the Union of B.C. Municipalities, the bill was totally remodeled in accordance with municipal rights,

5th.—Two Bills, emanating from the Canadian Northern Railway Company, one being the Niagara, St. Catharines and Toronto Railway, and the Toronto, Niagaras and Western, were complained of by a large number of the Ontario municipalities as infringing on the Hydro-Railway Commission system of electric railways for Ontario. The Union did its best to support the municipalities in the lively fights, which resulted, and stood side by side with the Hydro-Electric Union of Municipalities, of which Mayor Church of Toronto is President, and T. J. Hannigan, of Guelph, is the esteemed secretary.

This movement has recalled the fact that the Hydro-Electric Commission movement arose out of the Union of Canadian Municipalities in the days when Sir Adam Beck was mayor of London. The Winnipeg Hydro-Electric system had a similar origin.

6th.—Re Ontario Department of Municipal Affairs. The recent announcement of the Ontario government, by the Hon. Mr. Hanna, of its intention to establish a department of municipal affairs is another gratifying outcome of the years of endeavor in this direction by the Union of Canadian Municipalities, and which it is hoped will be followed by those other provinces which have not yet answered the same call.

The foregoing report illustrates the continued advantage of union and harmony among all the municipalities of the country, great and small.

Faithfully yours,

T. L. CHURCH,

President.

W. D. LIGHTHALL,

Hon. Secty. Treas.

REAL CIVIC PATRIOTISM.

There will be many new problems to solve after the war,—problems of employment, adjustment, care of the returned soldiers, and of changed conditions,—problems that we may plan against but cannot meet until they are upon us. If here and now we can spare a little extra time and money and spend a little special thought and effort to improve the old conditions we will be doing much to make the way easier to meet the new difficulties when they come. Without neglecting any of the newer patriotic duties of to-day, we should hold fast to our interest and our efforts in behalf of the good, old, loyal works for the nation's betterment and uplift.

Before the war perhaps there was no other work so truly and completely patriotic as the work of the Children's Aid Society. Good citizenship is admittedly the foundation of true greatness, so efforts for the making and moulding of better citizens is assuredly the highest type of noblest patriotism. This has been the loyalty of the Children's Aid Society of Ontario for nearly a quarter of a century. Every year the various branches of this Society have bettered the conditions in thousands of homes throughout the Province, thus giving thousands of children the better chance for honesty, usefulness and good citizenship. Every year hundreds of children have been removed from evil surroundings where squalor and vice and ignorance could hardly fail to make them worthless and harmful citizens. Every year thousands,—literally thousands,—of children have been given a newer and a better and a truer opportunity through the patriotic efforts of the Children's Aid. The destitute, the neglected, the orphans, have been the loving care of this Society, and from that worthy Prince of Patriots, J. J. Kelso, who is the head of the movement, down to the humblest worker in the ranks, the Children's Aid Society has given time and talent and effort and money and service and heart to the work of building up a better citizenship by working from the only sure foundation,—a bettered childhood,—a childhood with good environment and with the opportunity and incentive to be helpful, upright and useful in the world,—a childhood that has a chance for happiness, honesty, health and growth. If this is not truly patriotic work, then what service more far-reaching in its benefits can we give for King and Country?

We say that we are fighting this war for posterity as well as for ourselves. But it will be a vain thing to leave a worthy heritage for posterity unless there is a worthy posterity to use and to apply it. Give every child a chance for all life's good. The children of to-day will be the nation of to-morrow, and what that nation may be lies in our keeping. Let neither poverty nor ignorance nor vice nor neglect be allowed to defraud any child of the right to a good chance to develop into a good citizen of our good Empire. There is a branch of the Children's Aid Society in this county, and every man, woman and child in all this district may know of a truth that every effort, every interest, every dollar given to this work is given surely and truly to the building up of a better citizenship and the patriotic work of the making of a greater nation.—Exchange.

CLEAN UP THE CITY.

It is not too early for the health departments of our municipalities to prepare for their spring clean-up day. The snow will soon be gone, exposing to view the accumulated refuse of the winter months. In Canada we are favoured with the covering mantle of snow during several months, and, as a consequence, are inclined to be somewhat careless of sanitary conditions. With the coming of warmer weather, this neglect becomes a source of great danger, and, unless prompt action is taken, may give rise to serious epidemics.

Municipal Councils and Boards of Health should initiate without delay plans for a general spring clean-up. Generous appropriations should be made for the purpose, and a thorough organization developed for removal of refuse.

The local pride of the people should be appealed to on behalf of a clean home—an appeal rarely made in vain. In many of our towns and cities there are organizations interested in public questions, only requiring initiative to secure effective action. The beautifying of their home town should be made an incentive for energetic effort, thus increasing their interest and enthusiasm for the place called "Home."

MUNICIPAL LIFE.

Men do not stay in municipal life, partly because the work and occupation are humble and partly because of the absence of efficiency. The interests of the men are apt to be too local, they want to build roads in their particular districts, and so on. Every man's interests should extend to every Division in the Municipality. Some men drop out because they are criticized, but criticism is healthy. When men are not satisfied with themselves there is hope. I am not well satisfied with the permanence of the position of Secretary-Treasurer nor with the position of the Reeve. The Act places too much on the Reeve, and is the Reeve doing his duty? Isn't there a tendency to think the lowliness of the position makes it not worthy of his best efforts? If he does his duty, though, he occupies an important position and so do the Councillors. If not mentioned in history, they will be at least be remembered in the hearts and minds of the people. Magnify your office.—C. C. Hamilton, before Alberta Association of Local Improvements.

CIVIL ENGINEER'S COST BOOK.

By T. E. Coleman.—Second Edition.

As explained in the preface, this hard book is intended to enable the civil engineer to give an approximate estimate at a moment's notice. For city engineers, and for mayors and aldermen also, it is particularly valuable, as it takes up the problems of road building, lighting, water supplies, and many other topics which are of vital importance to those who are interested in the progress of our cities and towns. The work gives many specimens of actual cases, so that one can get an idea of the variations in cost. It is surprising how much useful data has been compressed into this little volume, which is of just the right size for the pocket. The author would seem to have touched upon every engineering subject, and there is hardly a man, no matter what his profession, who will not find something instructive for himself between its covers. Published by E. and F. N. Spon, Ltd., London, and Spon and Chamberlain, 123 Liberty St., New York.

"AMERICAN MUNICIPAL PROGRESS."

"Vitality, not urbanity, is the keynote of the city to-day."

The above extract, taken from a new book, "American Municipal Progress," might be termed the text upon which the author has built up a wonderful record of the progress made in the civic government of the great republic to the south of us. From cover to cover the author not only gives convincing evidence of a practical knowledge of local government as they have in the United States, but what is even more interesting to the average reader, he shows a real love for his subject—this cannot be said of most writers of this class of book.

There are twenty chapters in the volume, each dealing with a different phase of civic government—from City Planning to Local Centres; public health to education; playgrounds to municipal ownership; and municipal administration. Each phase is made interesting by good language well used. We congratulate the author, Charles Gueblin, on his work, which is worthy of a place in the library of every civic student and well wisher, and we would specially recommend it to that growing body of civic reformers. They will find many practical suggestions in its pages. "American Municipal Progress" is published by The Macmillan Company of Canada, Ltd., Toronto. Price \$2.00.

SASKATCHEWAN.

The following is a list of bonds reported sold by the local government board:—

School District—Bluebird, No. 3425, \$400.
Rural Telephone Companies—Cedoux, \$3,000; Clover Hill, \$7,000; Mount Forest, \$7,000; Kaiser, \$2,250.

Debentures reported sold by the Saskatchewan Local Government Board between Feb. 21st and March 3rd totalled as follows: School district, \$4,300; Rural Telephone Co.'s \$26,050; Town of Carlyle, \$6,000, and City of Weyburn, \$65,000.

Public Utilities of Middle West

Professor A. G. Christie, in a recent paper before the American Institute of Electrical Engineers, gave the result of his investigations of the municipal utilities in eight Canadian cities—Winnipeg, Calgary, Moose Jaw, Regina, Medicine Hat, Edmonton, Lethbridge and Saskatoon,—which, on the whole, was favourable. The conclusions were as follows:—

(1) The rapid growth of these cities has forced the executives of their utilities to make frequent extensions of their plants, which, on the whole are therefore well equipped with modern and efficient machinery, and provide satisfactory service.

(2) Rates for lighting and power are as low, and in many cases lower than those in force in cities of similar size in the United States and are reasonable charges for the service rendered.

(3) Accounting as a rule is now carefully done, and the utilities' finances are isolated from other accounts. Some of the methods of financing as regards debentures, sinking fund, depreciations and surplus are open to criticism as shown in the preceding discussion.

(4) Most of these utilities have been fortunate in having good organization with competent executives.

(5) There may be isolated cases where politics has influenced the management of the utility. But there was nowhere evidence of the application of the "spoils" system" to the municipal plants, and in the majority of cases the utility has been tolerably free from political interference.

In a review of Prof. Christie's remarks on the debentures and sinking funds of these municipalities, Canadian Finance says:

"Discussing the debenture issues and sinking funds, it is pointed out that the latter are maintained out of revenue in most of the cities investigated. 'Winnipeg maintains only a depreciation fund which provides for the maintenance and replacement of the plant. Hence, at the expiration of the life of the bonds (30 years) the plant will still be maintained in first class condition and still in service. The expiring bonds can then be redeemed by a new bond issue.'

"Here there has evidently been some misapprehension. At the close of the last fiscal year, April 30th, 1915, depreciation reserve totalled over \$320,000 exclusive of \$290,000 invested with Sinking Fund Trustees. These two reserves totalled over \$600,000, and the annual additions to them together take care of the 4 per cent depreciation allowance determined as necessary by the Public Utilities Commission. The sinking fund addition is at the rate of 1.8 per cent annually—calculated to retire bonded indebtedness at the end of forty years. But the fact is not overlooked that the lifetime of certain features of the plant is much under forty years, and hence the conservative provision of what may be termed a deferred maintenance allowance of about 2.2—making up the balance of the 4 per cent yearly depreciation allowance."

An interesting point in connection with the long-term debenture system of financing public utility plants is raised in the general discussion. Long term bonds re-plant in these days of rapid engineering improvement that, unless a large depreciation fund is also maintained, it may well occur that the plant itself will be worn out or superseded, while the original debentures are still unredeemed. The effect of this will of course be to throw upon the earning capacity of the utility the annual charges of a new bond issue for replacement while the burden of the old is still being borne. The method advocated by Prof. Christie for the prevention of this situation, which involves unjust discrimination in the rates necessarily charged to future consumers, is the adoption of the serial bond plan. In this system the necessity for sinking fund investment is done away with. Each year a portion of the principal is paid off, together with the interest on all outstanding bonds. But where provision is being made, as in the case of Winnipeg's Hydro Electric, for both deferred maintenance and sinking fund in due proportion, the criticism will not apply.

Proper Disposal of Surplus.

The proper disposal of a surplus accruing from the operation of municipal light and power plants also receives considerable attention. Each of the undertakings showed

a surplus for the year 1914. Winnipeg's was \$78,684.72; Calgary, \$77,857.96; Edmonton, \$79,762.90; Regina, \$21,955.71; Saskatoon, \$38,598.94; Moose Jaw, \$12,880.77; Lethbridge, \$266.93; and Medicine Hat, \$623.36. Edmonton alone surpasses Winnipeg in surplus, but its rate is fully double that of the latter. In the cases of Medicine Hat and Lethbridge, the profits were found to have been small and were carried over into current revenue. Regina and Saskatoon appear to have taken their surpluses into the general revenue account of the city, where they offset losses incurred in street railway operation. Moose Jaw set its surplus to the credit of street lighting account, balancing two-thirds of its cost. Calgary has put by a special reserve of over \$150,000 and reduced the rates charged in 1915. Edmonton's surplus is variously applied. Winnipeg's as yet has been used to liquidate its former deficit. The conclusions reached by Prof. Christie in this connection are, briefly: that a surplus should first be applied to a provision of moderate amount for emergency expenditures on account of unforeseen damage to plant; then deficiencies in depreciation funds should be fully made up to prevent the situation already described from arising. When these two are reasonably met, any surplus still remaining should be absorbed either by a reduction of rates to consumers for the following year or by the giving of a proportional rebate on their bills. If the surplus be carried to general revenue account of the municipality, it is argued, and used to help pay the current expenses of the city, it is equivalent to additional taxation. "Then the electrical consumers are paying a portion of the city's general taxes in addition to the cost of supplying them with light and power. This is neither fair nor just if the utility has already paid taxes on its valuation."

COMPARATIVE LAND VALUES IN ONTARIO.

Assessment Commissioner Forman of Toronto has made the following comparison between land values in Toronto and in other cities of Ontario, based on civic assessments:

Cities.	Land Value.	Per Capita.
Hamilton	\$34,633,982	\$344.75
Ottawa	55,861,984	557.71
London	16,013,655	275.83
Brantford	5,508,475	216.70
Windsor	9,647,800	399.30
Kingston	3,608,314	169.21
Peterboro	5,227,830	255.94
Berlin	4,679,449	242.88
St. Thomas (1915)	3,914,150	233.37
Guelph	2,778,806	166.05
Belleville (1915)	1,740,020	137.87
Owen Sound	2,438,600	199.75
Galt	1,634,645	137.92
Brockville	1,548,757	164.27
Toronto	292,449,881	630.68

BANK LOANS TO MUNICIPALITIES.

January	\$29,301,620	\$35,952,805
February	30,372,854	38,437,903
March	31,890,943	41,227,449
April	30,168,812	43,031,360
May	33,689,577	43,948,436
June	37,260,571	46,889,816
July	36,372,334	44,029,446
August	\$41,310,281	39,664,534
September	37,465,383	44,338,873
October	37,846,369	47,316,076
November	35,173,817	44,706,055
December	30,518,573	38,256,947
		30,878,028

For the first month of 1916 the municipal loans amount to \$32,015,371. This is an increase from December, but nearly four millions less than loans in January, 1915.—Monetary Times.

Municipal Finance

JAMES MURRAY.

FINANCIAL STATEMENTS.

From the annual financial statements that we have received from many of the municipalities it would seem that a new era of municipal economy has spread throughout Canada. Borrowings have been small and taxes, in many places, have been paid in in larger proportion than even before the war. This large receipt of revenue of course is accounted for by the big crops and munition orders. An interesting and an important phase of the financial statements is their lucidity, clearing showing better systems of bookkeeping, though they lack that uniformity which is so desirable in municipal accounting.

EXEMPTION OF IMPROVEMENT FROM TAXATION.

In a recently published volume on municipal conditions in Western Canada, particularly in reference to the question of untaxing improvements, Prof. R. M. Haig, of Columbia University, gives plenty of food for thought and speculation, both to the advocates of single tax and its opponents. It is very evident that the professor had a very difficult task, for with all his economic knowledge, his conclusions are very vague—in fact, he gives none, he himself says that he found conditions so complex as not to make possible a “statistical study of great definiteness and conclusiveness.” But in the reading of the report, some of the comments of the investigator are very interesting. In describing the effects of the exemption of improvements from taxation he says that municipalities in Western Canada “have been collecting toll from land owners willing to pay in the hope of future recoupment. The land values are predominantly speculative, in that they are a capitalization of an expected income rather than of a succession of incomes already being realized. The present depression has had the effect of jarring to some extent the faith of investors in these future returns. If this jarring continues they will be unwilling to pay out money upon the assumption that the expected returns will be realized. This means a very serious fiscal problem for the municipalities.” To those who know something of Western finance this is very obvious. Again, Dr. Haig says under the heading of speculation: “In none of the larger municipalities have the land taxes seriously interfered with the practice of buying land in the hope of profit from an anticipated rise in price. The experience of some of the smaller towns, however, shows that this is only because the tax rates in the cities have been low. It has been demonstrated that it is possible to make the tax rate high enough to counterbalance the prospect for gain, and to force the owners of land to surrender it. This amounts to saying that speculation in land can be utterly destroyed by this method. The proof of these propositions may be found in some of the Alberta towns.” The report is well worth a study by students of municipal economy.

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IS THIS A GOOD TIME TO BORROW?

There is no doubt at this moment much anxiety prevails in the minds of municipal executives as to whether or no they should go on with their improvements and public works this coming season. They have received so many sharp lessons during these last two years and been called to time so often that they are in a dilemma. While we believe that rigid economy should be the watchword for a long time to come there are undertakings in certain of the municipalities, held up during 1915, that should be completed if only for the health of the people and now is the best time to make the bond issues. The reason being that better prices can be made for good municipals in the United States.

So that municipal executives in this country may get some idea of the market for municipals in the United States we reproduce an article from the "American City," by Mr. Sander Shanks, Jr., editor of the "Bond Buyer," probably the most authoritative journal on bonds in America. The article is as follows:—

During the present year the counties, cities, villages and other sub-divisions of the several states will probably raise in the neighborhood of a half-billion dollars through the issuance of bonds. The magnitude of the amount of money involved makes it important that the best terms be obtained in the bond market by these cities and villages when their securities are sold to investment bankers.

It will be remembered that, in the fall of 1914 and during the early part of 1915, bankers in general were agreed that the outlook for a favorable money market for borrowers was not promising. Municipalities, along with other kinds of borrowers, were cautioned to curtail to the minimum expenditures entailing the issuance of bonds. But in the last three or four months of 1915 it was found that this earlier advice from the bankers had not been justified by actual conditions, since an extraordinary demand for bonds developed and borrowers were offered exceedingly low rates of interest for new issues.

At the start of the current year we find every evidence of a period of easy money, such as we have not known for several years. As a result, cities are now offered an opportunity to finance public improvements with bonds at a minimum cost for the money. The most spectacular illustration of this favorable condition in recent weeks was the negotiation of the sale of \$25,000,000 New York State 4 per cent bonds on January 27. Although less than a year ago New York State sold its bonds on a 4.21 per cent basis, it now receives a price that brings the net cost of the money down to 3.85 per cent. And similar conditions are found with all other varieties of public borrowers. The bonds of the larger cities, such as are a legal investment for New York State savings banks, are selling to-day to yield the purchaser less than 4 per cent, putting them back on the price level on which they sold in 1911—and there are many indications that prices are still to advance.

In the immediate future municipalities all over the United States will be considering bonding propositions. In many places the authority of the voters will be asked to issue bonds and in others the governing bodies will consider borrowing operations. With this in view, it is well that the condition of the bond market be emphasized, in order that these counties, cities and villages may thoroughly appreciate the opportunity now offered. Considering the welfare of the taxpayer, it seems fair to point out that the present generation has begun, and probably will continue, to take advantage of the profits of a remarkable era of business prosperity in the United States that has apparently just commenced. It, therefore, follows that the taxpayer of this favorable period will be willing to bear at least the initial cost of many needed municipal improvements.

Features of a Bond that Attracts Investors.

Assuming that the volume of municipal financing will this year be large, it might be well to point out a few of the more important elements that make for the most sat-

(Continued on Page 135)

Is This a Good Time to Borrow? (Continued).

isfactory disposal by a municipality of an issue of bonds. In the first place the investor is learning to discriminate between the sensible bond issue and one not economically correct. Bond buyers are, without question, favoring a bond issue for which provision has been made for serial payments of principal, as against the old-fashioned long-term bond with a sinking fund. Another important consideration is that a municipal bond be offered at public sale, giving all interested dealers an opportunity to submit a proposal. This practically insures receipt by the city of the very biggest premium, since the bonds will naturally be sold to the bond buyer who is most desirous of buying that particular issue, and is willing to pay more for it than any one of a hundred other possible buyers. Among other features that attract investors the following may be mentioned:

(a) Bonds should be payable, principal and interest, in New York or Chicago, preferably in New York.

(b) Interest should be payable semi-annually, not annually.

(c) The favorable opinion of a recognized bond attorney as to the legality of the issue should accompany the bonds when sold to the purchaser, and the existence of such opinion should be mentioned in the advertisement for bids for the bonds.

(d) In soliciting proposals, municipal officials should be careful to supply prospective bidders with the most complete and official data describing the bonds to be sold and a statement in detail of the municipality's financial condition.

(e) Whenever possible, it should be provided that the denomination of the bonds sold be in the amount of \$500, \$1,000 or multiples thereof.

(f) To-day the buyers of bonds are discriminating against certain debt obligations that are economically unsound. As an illustration, the thirty-year bond for street pavements or road construction may be mentioned. While a few years ago any kind of a bond could be sold, so long as it pledged the credit of a municipality, this is not so to-day, and the governing body of a city or town would do well by its constituents by offering to the investment market only those bond issues which are justified by the public need and which conform to the most modern idea of "safe and sane" financing.

In this connection, it cannot be too strongly urged that the very best market results will be obtained in selling "serial" bonds. While this is not always possible under the statutes of some states, an effort should be made to adopt this form of security when debts are created for any improvement that is not self-supporting.

Below is a list of counties, cities and smaller municipalities located in various parts of the United States, showing the net interest basis upon which they have sold bonds since the first of the year:

Counties.

	P.C.
Westchester Co., N.Y.	3.85
Adams Co., Ind.	4.06
Atlantic Co., N. J.	4.08
Cuyahoga Co., O.	4.11
Hudson Co., N.Y.	4.13
Chippewa Co., Mich.	4.23
Delaware Co., O.	4.30
Ballard Co., Ky.	4.39
Duval Co., Fla.	4.50
Baker Co., Ore., Sch. Dist.	4.65
Alameda Co., Cal., Sch. Dist.	4.69
Blount Co., Tenn.	4.85

Cities.

	P.C.
Philadelphia, Pa.	3.87
Detroit, Mich.	3.91
Rochester, N. Y.	3.98
St. Paul, Minn.	4.03
Cleveland, O.	4.04
Dayton, O.	4.05
Hoboken, N. J.	4.06
Cincinnati, O.	4.08
Paterson, N. J.	4.09
Chicago, Ill., Park Dist.	4.11
Omaha, Neb.	4.16
Toledo, O.	4.17
Minneapolis, Minn.	4.24

(Continued on Page 136)

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Is This a Good Time to Borrow? (Continued).

Houston, Tex.	4.45
San Antonio, Tex.	4.46
Memphis, Tenn.	4.77

Smaller Cities and Towns.

	P.C.
Fort Dodge, Ia.	4.45
Ashland, Kan.	4.49
Sioux Falls, S. D.	4.58
East Palestine, O.	4.61
Chehalis, Wash.	4.74
Bristol, Tenn.	4.77
Laramie, Wyo.	4.94
Lancaster, Tex.	5.00
Norfolk, Neb.	5.22
Eustis, Fla.	5.48
Helena, Mont.	5.55
Bandon, Ore.	5.77

It will be noted in the foregoing article that great stress is laid on the value of serials over bonds with sinking funds. This subject has been dealt with exhaustively, and ably by Mr. Thomas Bradshaw (now Finance Commissioner of Toronto), in these pages—a reprint of which we will be pleased to mail to anyone interested—so that we need only say that we fully agree with Mr. Shank's suggestions. Of course we fully realize the difficulty, particularly in the West, of some of the municipalities having to meet the interest and part of the principal each year, which is what serial bonds mean, but we frankly say that until a municipality is in a position to take up the obligation it should not borrow at all. The futility of long terms bonds was brought home at the Good Roads' Congress recently held in Montreal, when not one speaker suggested a road lasting more than ten years, and it was admitted that the average road or sidewalk lasted no longer than five years. And most Canadian bond issues are for streets and sidewalks.

MUNICIPAL EFFICIENCY.

The Saskatchewan Municipal Department for some time past has been urging the municipal treasurers to have their financial statements prepared and filed in the department as soon as possible after the close of the year. That success has attended the innovation is illustrated in the recent report of the department, which partially reads as follows:—

To the Rural Municipality of Pleasant Valley, belongs the honour of having first filed its annual statement for 1915 in the Department of Municipal Affairs. This important document came to hand on Tuesday, the 4th day of January, although subjected to the inconvenience of New Year's day falling on Saturday.

The towns of Francis and Maple Creek share alike the distinction of having their annual financial statements first filed in the Department of Municipal Affairs. They arrived on the 3rd day of January.

On Monday, January 3, annual financial statements were received from the villages of Buchanan, Coblenz, Cudworth and Waseca. The auditor and secretary of Cudworth completed their work at ten minutes after eight on the evening of December 31, while similar officials in the villages of Waseca wound up their duties just fifty minutes later.

That municipal institution is to be complimented which has its books in such condition that an intelligent abstract therefrom can be taken in short order by the auditor.

Since receiving the above, which were the first, many financial statements have been filed. Their condition is a matter of gratification to the ratepayers and to all interested in the municipal welfare of the province. The standard of efficiency attained by the majority of our municipal treasurers and auditors is high, and year by year is improving.

SINKING FUND ADMINISTRATION.

As a consequence of an interview with Sir Frederick Williams-Taylor, General Manager of the Bank of Montreal, Commissioner Yorath, of Saskatoon, recently made an interesting report to his Council, which partially reads as follows:

"It will be advisable at this time to decide (a) upon a policy of investing the sinking fund; (b) the sinking fund surplus.

"With regard to the investment of the sinking fund, there is at the present time on deposit in the bank approximately \$275,500, which is only earning 4 per cent interest, and during the year approximately \$380,000 will also be deposited, making a total of \$655,500.

Sinking Fund Surplus.

Mr. Barker, assistant to Sir Frederick Williams-Taylor, was of the opinion that sinking funds at the present time should be dealt with in either of the two following ways:

"(a) By purchasing city debentures:

"(b) By investment in Dominion government securities.

"By adopting the first policy it is contended that the city creates a demand for its debentures by creating a market, as investors will look with favour upon debentures which are always saleable.

"By adopting the second policy the city will increase the earning capacity of the sinking fund by one and three-eighths per cent., according to the present market price of the Dominion loan, and in purchasing this security at this time will assist the country in its finance.

"There is at present a surplus of \$32,629.90 in the sinking fund, and if the city invests its sinking fund in securities earning from 5¼ to 5½ per cent this surplus will increase, as in accordance with the city act, the annual levy for sinking fund must be on the basis of 4 per cent, compounded annually.

"It is suggested that applications be made to the provincial government to amend the city act so that the city can reduce the levy for sinking fund in any one year by the amount of any surplus which might have been earned over and above the amount required to be levied under the present law."

A BUSINESS LIKE FINANCIAL STATEMENT

The City of Outremont (P.Q.), is to be congratulated on its strong financial standing, also on the business like methods adopted by Mr. E. T. Sampson, the City Clerk and Treasurer, in the preparation of his financial statement, which certainly could be followed with profit by many municipal treasurers whose annual statements we have by us. Outremont's treasurer, who has had a splendid training in municipal finance, and is a Fellow of the British Institute of Municipal Treasurers, has the following to say, in referring to the investment of the City's Sinking Fund:—

"It has been found expedient to invest part of the accumulations (of the Sinking Fund), thereof in some of the City's own local taxable improvements, viz.: Sundry sewers constructed in 1914, special taxes in respect of which have been imposed for a period of forty years from the first of May, 1915.

"In my opinion this is an ideal form of investment of Sinking Fund, when apart from the interest earned from the funds invested, proper provision is made for the redemption of the same within the period of the tax. The Sinking Fund thus obtains an investment of the best security by reason of the special privileged nature of the tax imposed, and the City is provided with a loan at a rate far more reasonable than is obtainable in the open market. In addition to the powers of the City to make such an investment vide 'Article 5778 of R. S. Q. 1909, as Revised by Article 79 of the City Charter, 5 George 4, chapter 93,' I would here quote as a precedent 'Article 2 of the Stock Regulation Amendment Order 1901 of the Local Government Board of England,' which authorizes the re-investment of Redemption Funds subject to the observation of the special regulations therein prescribed."

These remarks of Mr. Sampson are right in accord with the suggestions of the Bank of Montreal to Commissioner Yorath, as given in a previous note.

The York Council at a recent session proposed to levy a tax of \$10 per head upon unmarried men, for war purposes,

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LOCAL GOVERNMENT BOARDS.

The Local Government of Saskatchewan, though limited in its powers, has already proved its usefulness as exemplified in the following figures which show at least a strong curb on the borrowing propensities of some municipalities.

Debentures authorized during the year 1915, by the Local Government Board of Saskatchewan, as compared with the year ending December 31, 1914:

	1914.	1915.
Cities	\$4,299,466	\$ 739,012
Towns	610,000	307,772
Villages	120,800	94,850
Rural Municipalities	174,500	62,000
School Districts	1,189,400	623,975
Rural Telephones	968,900	1,179,550
	<hr/>	<hr/>
	\$7,363,066	\$2,998,159

The provincial local government board of Saskatchewan since its inception have dealt with 71 authorizations to five cities—Moose Jaw, Regina, Saskatoon, Weyburn and Swift Current—for various purposes, aggregating \$4,633,601.47. Thirty-six authorizations have been granted to 31 towns, aggregating \$646,156.10 for water, sewer, fire protection and other public improvements; 35 applications from as many villages, aggregating \$103,800, have been dealt with; and 33 rural municipalities have been authorized to borrow sums aggregating \$201,500 for the construction of roads. Five hundred and thirty-seven school districts have received permission to erect and furnish schools amounting to \$1,626,925; and 211 rural telephone companies have received authorization, aggregating \$1,179,350, for the purpose of constructing rural telephone systems. These make a total of 923 authorizations to all classes of local authorities, with an aggregate authorization of \$8,391,332 bonds.

ALBERTA'S UTILITY COMMISSION.

The Province of Alberta's Utility Commission, which consists of three members and has general control over all the public utilities of the Province, and acts as an advisory board on municipal improvements involving bond issues, has made a good start in its important work by publishing a full report on the municipal ownership of public utilities. Though the Commission is somewhat along the lines of the Saskatchewan Local Government Board, it would seem to have much more extensive powers, which is to be hoped will be used wisely, as it is an experiment which is being watched by other Provinces.

FERNIE, B.C.

Out of an issue of \$4,634.39 5½ per cent 6-year sidewalk debentures, \$3,034.39 were sold to local investors and the balance of \$1,600 to W. L. McKinnon and Co., Toronto.

SHERBROOKE, QUE.

A. E. Ames and Co. of Toronto purchased \$25,000 and \$130,000 5 p.c. bonds. Due May 1, 1920, and May 15, 1921, respectively.

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SOME BOND ISSUE REWARDS.

SIMCOE, ONT.

Messrs. G. A. Stimson and Company, Toronto, were awarded \$3,500 30-year hydro-electric, \$8,300 30-year sewer and \$6,666 20-year local improvement bonds at 103.62.

OUTREMONT, QUE.

An issue of \$300,000 5 per cent 3-year bonds has been awarded to Messrs. Wood, Gundy and Company, and the Dominion Securities Corporation, Toronto.

PEMBROKE COUNTY, ONT.

\$30,000 to Messrs. A. E. Ames and Company, Toronto.

TRANSCONA, MAN.

\$115,000 to Messrs. W. A. Mackenzie and Company, Toronto.

RENFREW COUNTY, ONT.

\$30,000 5 per cent 10 instalments, to Messrs. A. E. Ames and Company, Toronto.

DISTRICT OF BURNBAY, B.C.

To Wood, Gundy and Co., Toronto, \$1,000,00, 6 p.c., 20-year serial debentures at 95.667.

DISTRICT OF OAK BAY, B.C.

To local investors, \$3,161, 5½ p.c., 10-year paving debentures at 95.

REVELSTOKE, B.C.

To the Spokane and Eastern Trust Co. \$13,000, 5½ p.c. 20 year local improvement sidewalk debentures and \$51,000, 6 p.c., 15-year pavement debentures.

TRANSCONA, MAN.

To W. A. Mackenzie and Co., Toronto, \$115,000.

LETHBRIDGE, ALTA.

\$100,000 three-year treasury notes have been placed with Alberta School Supply Company of Edmonton.

MEDICINE HAT, ALTA.

W. A. Mackenzie and Co. have been instructed to proceed with the sale of \$145,000, 5 p.c., 30-instalment school board debentures.

COBALT, ONT.

The \$30,000 6 p.c. 1-3-year serial general improvement bonds offered but not sold on Sept. 14, have been taken up by Aemilius Jarvis and Co., of Toronto, at 97 and int., it is stated. Date Aug. 1, 1915.

LIVERPOOL, N.S.

The Eastern Securities Corp., Ltd., of St. John, recently purchased at 91.10 and int. an issue of \$6,700 5 p.c. 30-year bands.

REDCLIFF, ALTA.

H. O'Hara and Co. of Toronto purchased an issue of \$12,000 5 p.c. general bonds. Date Nov. 1, 1915. Due May 1, 1933.

BANK OF MONTREAL

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CAPITAL PAID UP	- - -	\$16,000,000
RESERVE FUND	-	\$16,000,000
UNDIVIDED PROFITS	\$1,293,952	
TOTAL ASSETS	- -	\$303,980,554

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Engineers—And what they are doing

GROWING TREES ON RAILWAY TRACKS.

New York's "oldest living inhabitant" seems likely at last to witness a solution of a problem which has been the subject of vigorous controversy since the days of his youth. And every visitor to New York, who cannot fail to wonder why freight trains should be allowed to rumble along the entire shore of Riverside park, and down the middle of one of the city's few north and south avenues, has more or less concern in the readjustment of the New York Central Railroad tracks which stretch along nearly the entire western edge of Manhattan island — just as a nation of travelers has some stake in how Chicago and Cleveland are dealing with railroad occupation of their lake fronts.

The railroad at various times during a quarter of a century has proposed plans for meeting the insistent public demand for relief from a condition which has been growing more and more intolerable to the people of the city. But each of these proposals has aroused a storm of protest as being more advantageous to the railroad than to the city. So alert has public sentiment been that a strong coalition of civic bodies and organizations of taxpayers particularly affected has grown up, presenting so solid a front that no public official, they believe, would dare conclude an agreement with the railroad which does not adequately safeguard public interests.

Determined to push toward a satisfactory solution of the problem, these associations recently presented a plan for consideration. The present tentative agreement is a modification of this plan. For the first time, therefore, in all the long struggle, the basis for the proposed solution is submitted not by the railroad but by citizens interested in the outcome from the city's point of view.

The tentative agreement which is being worked out from this scheme by engineers representing the city and the railroad is at present, according to all indications, nearing final adoption. While various news reports have described it in outline, the detailed and even major provisions are still subject to revision.

But as thus far publicly discussed the plan is reported to involve the expenditure of \$50,000,000 by the railroad and the transfer to the railroad by the city of title to land, now city property, estimated as being worth about \$6,000,000. It differs from a plan proposed in 1913 in that the city would not be involved in any cash expenditure while the railroad would bear several million dollars of additional cost.

The main features of the plan, if the final determination of them coincides with the unofficial announcements, will provide for the removal from grade of the track in Eleventh and Tenth avenues by elevated structures or subways partly on private right of way, for tracks largely covered but partly uncovered from Seventy-second street to Dyckman street, for covered tracks through Fort Washington park and a tunnel under Inwood Hill.

LAND VALUES IN CITIES AND FARMS.

The assessed value of all land in New York City, exclusive of improvements, and exclusive of franchise values and real estate of corporations, is \$4,643,414,746. In 1910 the assessed value was \$4,001,129,651. In the same year the United States census returned the value of land on all farms in New York State as \$707,747,828, or less than 18 per cent of the land values of New York City; and less than half the value of all property on the farms.

Farmer Greene—"So you think this here highway should be improved, jedge?" Judge Brown—"Why, certainly. If we had a road here that motorists could speed on, it would almost pay for itself in fines!"

CITY OF Saskatoon, Saskatchewan, Canada

TENDERS FOR DEBENTURES

Sealed tenders will be received addressed "C. J. Yorath, City Commissioner, Saskatoon, Saskatchewan," up to five o'clock p.m. on Friday, the 21st. day of April, 1916, for \$160,000.00 thirty year, five per cent Debentures, Sinking Fund or Serial, as desired.

As an alternative to the above, the City will consider offers for one and three year Treasury Bills issued under the security of Debenture By-laws.

Full particulars may be had on application to the undersigned City Commissioner.

A. MacG. YOUNG, Mayor. C. J. YORATH, City Commissioner.

Saskatoon, Saskatchewan, March 22nd., 1916.

Messrs. Wattlaufer Bros. of Toronto, the well-known manufacturers of concrete machinery have appointed the Canadian Fairbanks-Morse Company, Limited, as agents for the Province of Quebec. The firm of Wettlaufer Bros., which is probably the largest of its kind in Canada, and practically supplies the whole of Ontario and the Maritime provinces with concrete machinery, has lately been making a special bid for Canada's western business, with good success. Wattlaufer Bros. have also a big business in the United States.

ANGUS SMITH.

City Engineer, Prince Albert, Sask.

Among the number of able Canadian Engineers who have given to Municipal work of their best, Angus Smith, C.E., easily ranks with the first; his name is well known in Canadian Engineering circles as one of its most successful members, who has taken as his specialty the broad branch of City Engineering, and although a comparatively young man, he has had a wide experience.

Mr. Smith laid the foundation for his subsequent career at the School of Practical Science, Toronto, graduating in Civil Engineering in 1894, and in 1896 was commissioned a Surveyor for Ontario, and in 1899 was elected a Member of the Canadian Society of Civil Engineers, and last year was given the degree of Civil Engineer (C.E.), from Toronto University, given only to engineers of approved standing and experience.

Some of the important works that Mr. Smith has had charge of are: The construction of a waterworks and sewerage system, Dolgeville, N.Y.; waterworks and sewerage system, Penn Yann, N. Y.; Sewerage system, Seaforth, Ontario. The first sewage disposal plant in Ontario at Stratford. The paving of the centre of the City of Stratford with asphalt and brick. The paving of the centre of the City of Regina with asphalt, bitulithic and creosoted wood block. The discovery and development of the water supply which supplies Regina. The laying out of a spur track system covering over 100 acres at Regina for warehouse and manufacturing concerns. This plan was adopted and commended by the officials of the different railways.

In 1910 Mr. Smith went to Victoria, B.C., where he introduced an asphaltic pavement made from his own specifications and had constructed over 30 miles of this pavement; he also had manufactured by the city plant creosoted wood blocks, and laid them on the business streets by day labor, under the City Engineer's Department. These two classes of pavement were laid in Victoria at from 30 to 40 per cent less cost than that of similar pavements in other cities in Canada.

During 1911 and 1912 Mr. Smith built at Victoria two reinforced concrete sea walls of entirely different design, but each for a specific purpose of foreshore protection. These walls are unique in design, and are over one mile in length, and have met the requirements admirably.

Mr. Smith has not only met the engineering problems which arise in civic improvements in rapidly growing centres in a capable manner, but has shown unusual initiative and business ability in carrying to a successful completion all such works and in all city undertakings he has shown a keen interest in the methods of financing such works, and in safeguarding the city legally and financially, and in many ways has shown himself peculiarly fitted for the more responsible work of city managing, a new field that is being created by many Canadian and American cities, which demand a more efficient method of city government or management than has been.

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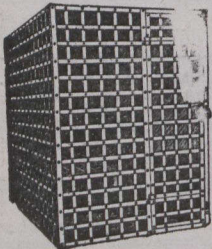
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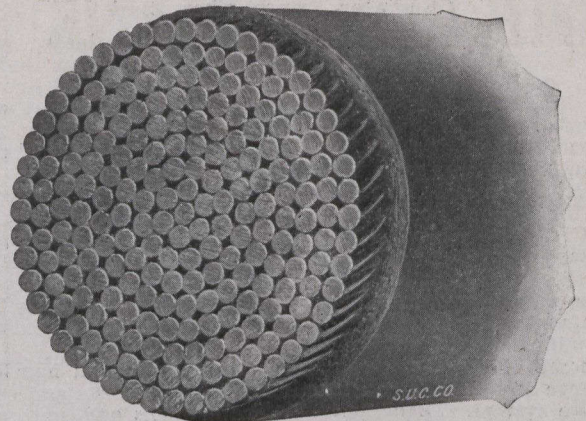
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