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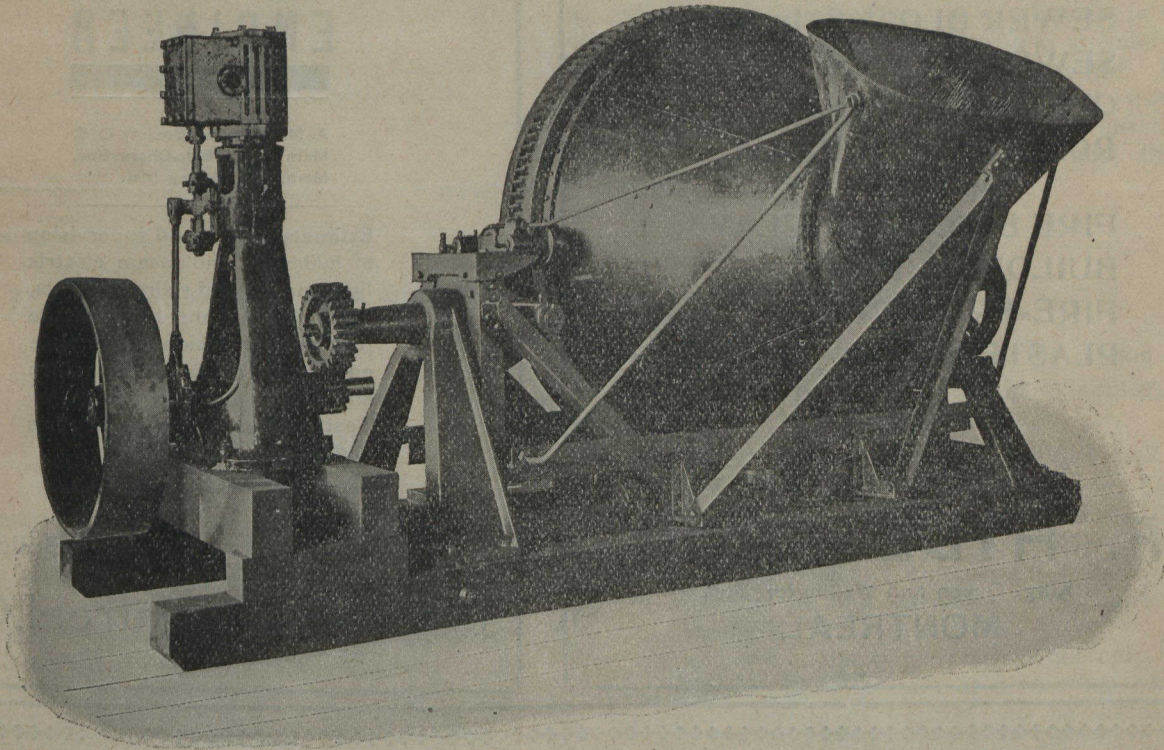
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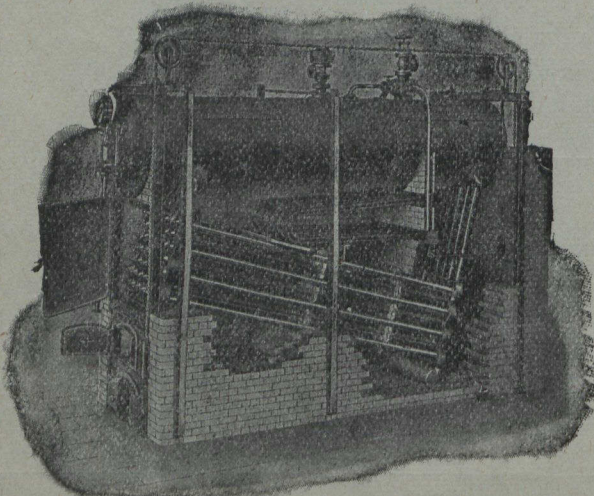
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THE CANADIAN MUNICIPAL JOURNAL,
MONTREAL.

MAY, 1905.

Niagara Power.

Hon. Adam Beck has done a good thing for Ontario by his careful and exhaustive enquiry into the position of the development of power at Niagara, and his speech in the Provincial Legislature contains a mass of information on the question of the development and distribution of power, and the reasonable cost. The three Canadian Companies who have secured rights to develop power at Niagara are the Can. Niagara Falls Co., 100,000 h.p.; Ont. Power Co., 250,000 h.p.; and Electrical Development Co., 125,000 h.p.; total 475,000 h.p.

Mr. Beck believes that the whole of this power will be required by the rapidly increasing industries of the Province, and that it will result in a saving to consumers of nearly \$11,000,000. He further believes, as a result of enquiries, that the present development of 120,000 h.p., can be supplied to a radius of 200 miles at a minimum average cost of \$15, per h.p., per annum, and that when the total h.p., is in use, the cost will be \$12.00.

Mr. Beck severely criticized the franchises given to the three companies and showed how the promoters got the shares for nothing, paying the cost of the plant out of the bonds; by this means, the promo-

ters of one company had cleared \$3,000,000. He showed how unfair the contract was with this Company and stated that the clause providing for the supplying of power to municipalities was a sop to public sentiment and claimed that the present Government would decline to ratify the agreement on the ground of public interest. He stated that the Government's interest was two-fold—an interest in the water powers as a source of revenue; and an interest in the commercial development of the Province. He concluded by saying that the Government would probably appoint a commission to study the question of the water-powers of the Province and their development.

Winnipeg.

Fifth Annual Convention of the U.C.M.

The Fifth Annual Convention of the Union of Canadian Municipalities will be held in Winnipeg, at the end of July.

The Executive Committee had a difficult task to decide on the place of meeting, as Kingston, Ont., and Halifax, N.S., had also tendered invitations. But, while appreciating to the full the hospitable suggestion of the Nova Scotia and Ontario cities, the Committee decided that the best interests of the Union for this year demanded that it should "Go West."

We would impress upon our readers not only the immense value of being present at a meeting where the municipal interests of Canada will be discussed by the men who are directing them; but the great interest that will be found, especially to our Eastern friends, in seeing the development of what promises to be a giant city in a very few years.

His Worship, Mayor Sharpe, promises that the Convention shall be a success, and that the delegates will be treated in the most hospitable way, and suggests that an opportunity may be arranged of seeing the wheat fields of Manitoba.

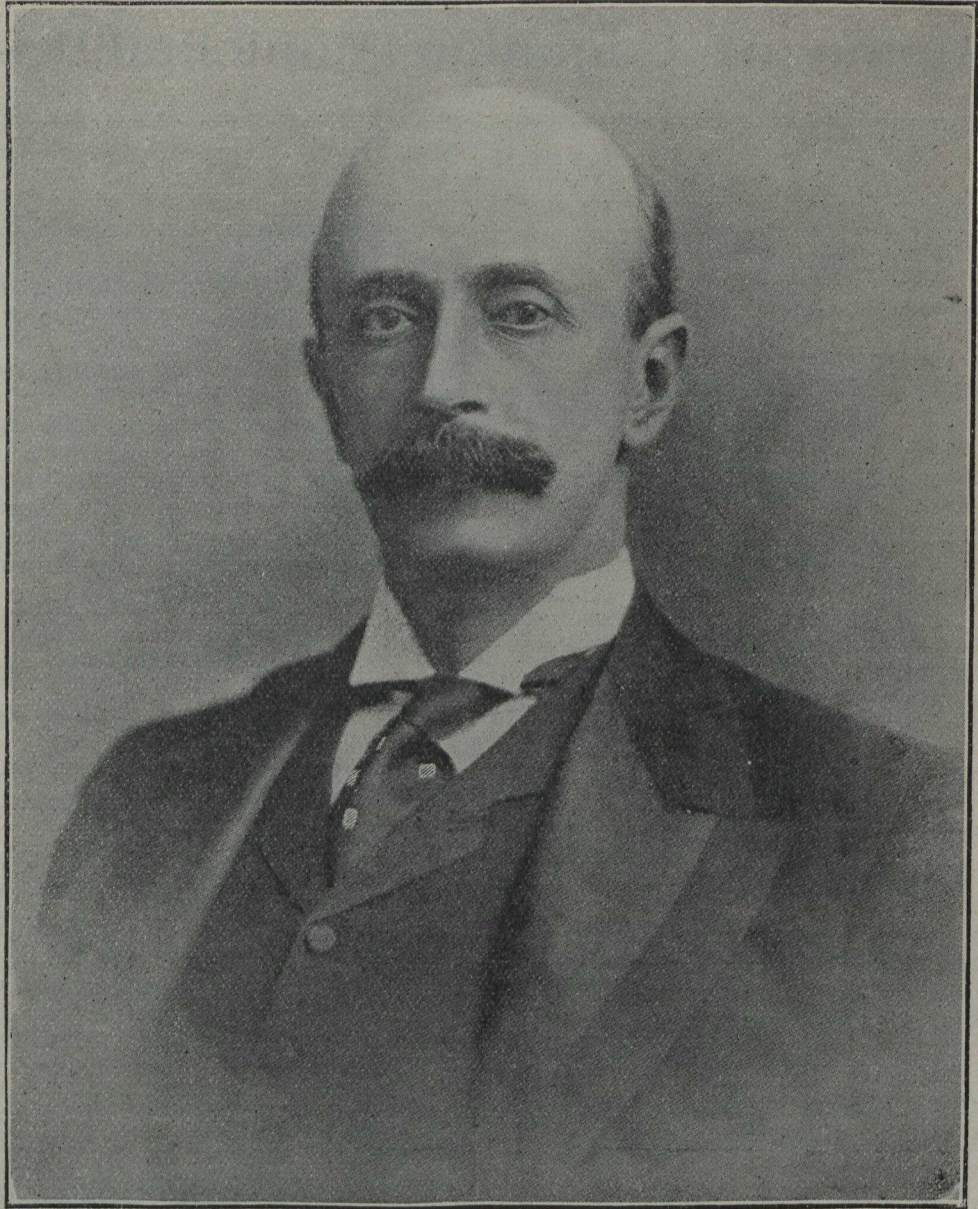
We are authorized to state that special rates will be given by the C. P. Ry., the G. T. Ry., and the C. N. Ry., particulars of which will be given later.

It is intended that the next issue of the JOURNAL shall give special information about the City of Winnipeg, so that our readers may have a better idea of the present position of this progressive city.

The Public House Trust Association

Founded by His Excellency, Lord Grey

BY THE EDITOR



Courtesy of The Argus

His Excellency the Governor General, Lord Grey

Any measure that tends towards temperance is necessarily of vital interest to the citizens as individuals and to them collectively as municipalities, and the proposal of the Hon. Senator B  ique to introduce legislation in Canada similar to the celebrated Public House Trust in Great Britain, makes the matter a practical one. In a recent issue, our contemporary the Municipal Journal and Engineer of New York, had an article on the subject, which was

briefly referred to in the March number.

That the Association has been unusually successful is admitted, no movement having attained such proportions in the first three years of its existence. That it is by far the most practical and business-like scheme of its kind that has been thought out is admitted. That it does not meet the views of prohibitionists is also true.

Its aims are:

First. The sale of only the very best liquor; Second that the managers shall have no interest in pushing the sale; and Third, that the monopoly profits shall be devoted to public objects.

The achievement of these objects means a tremendous decrease in, if not the absolute stoppage of, drunkenness; a restriction of the growing influence of the Liquor Trade; a safe-guarding of individual rights; and a general improvement in the life of the community.

As the Public House Trust Association owes its inception to His Excellency, Lord Grey, the Governor-General, it has been possible to go to the fountain-head for information on the subject.

The history of the Public House Trust movement in England commences with a visit of the Rt. Hon. Joseph Chamberlain to Scandinavia in 1877 for the purpose of studying the Gothenburg system of controlling the liquor traffic, from which he returned greatly impressed with the benefits of that system. A Bill was introduced into the House of Commons by him for the management of public houses, but the scheme of compensation proposed for the expropriation of vested interests was considered imperfect and unfair. The Bishop of Chester afterwards introduced a measure in the House of Lords, but it was also wrecked on the rock of compensation. He then organized the People's Refreshment Houses Association, and offered through the Association to manage public houses belonging to private landowners on the trust principle.

In 1901, His Excellency, Lord Grey, having satisfied himself of the success of the limited experiment of the Bishop of Chester, proposed the bold plan of securing all future licenses for trust companies which would manage them in the interests of the community, and not for the personal gain of privileged individuals; or in other words to build a ring-fence round the existing licenses of England and Wales. If this same ring-fence had been commenced 30 or 40 years ago there would have been a very small liquor question existing in England today.

Lord Grey did not sit still and wait for Parliament to act. He just resolved to use the opportunities open to him under the existing law to establish an organization to which Licensing Authorities who had a regard for the interests of the people might entrust the management of the licensed houses which they might think fit.

Accordingly a County Trust Company was formed, in every County but three in England, besides 18 in Scotland and one each in Ireland and Wales.

These County Companies are formed on one plan, and that is: That the personal profit from the sale of liquor must be entirely eliminated; that not more than 5 per cent. must be paid to the shareholders on invested capital; and that all surplus profit must be devoted to public purposes, away from the place where the profit has been made (or over the whole county,) but must not be given so as to reduce the taxes.

The Trust has now 170 public houses in opera-

tion, and they are very successful. The managers are paid a salary and a percentage on all non-alcoholic drinks and food and a bonus on good management. The liquors supplied are of the best quality, and are bought, not manufactured by the Trust, so that the manufacturers are not antagonised. The managers have no interest in selling the liquor, but have every inducement, in commission on sales and increased salary, to sell tea, coffee and temperance drinks. They are temperance advocates, instead of being enemies of law and order.

A notable example is seen in the County of Northumberland, (His Excellency's own county,) where there was only one licensed house in a district of 11,000 people. The License Authorities refused to give a new License because they knew that it could be sold for \$100,000 the day after, so valuable was it thought to be. The result of this refusal of the Licensing authorities to create licenses which were wanted to meet the legitimate requirements of the people was to produce a growth of private drinking clubs which were outside the control of the Law, and were infinitely more demoralizing and injurious than a well conducted Public House under Police supervision and control. As soon as Lord Grey's Trust Company was formed, the License Commissioners were glad to give them the License which was admittedly required in the interests of the public, because they knew that the special profits resulting from the monopoly value of the house would be secured to the public.

Another curious example of a public-owned public house is in a small mining town, Hill of Beath, in Fifeshire. Here the mine owners bought out the only public house, paying £5,000, for it, and turning it over to a committee of the miners; built a village club; made a fine bowling green; and paid for a trained nurse for the town.

The Association was successful in having a most important clause inserted in the Liquor Bill last year which forbids the granting of any new license unless the management is guaranteed to be good, and unless the conditions are for the good of the public. It further enables the license authorities to expropriate licensed houses on terms which Parliament has defined as fair.

That the Public House Trust is successful from the highest point of view is seen from the fact that France and Germany are studying the question and one house has been established in New York; while Mess. Rowntree and Sherwell, who are the most accurate authorities on this subject, endorse it as the most practical plan that has been evolved. A very interesting report has been issued by the Island of Guernsey, which appointed a Committee to enquire into the retail liquor traffic. The Committee recommends a State monopoly, and points out the advantages as follows:—

1. The elimination of private profit, and consequently of the desire to extend the sale of drink.
2. Greater restriction of the traffic and wider facilities for carrying out reforms demanded by public opinion.
3. Security for the purity of the liquor sold.
4. Greater facilities for the discouragement of drunkenness.
5. A substantial net revenue available for the subsidizing of counter attractions to the public house and for public improvements.

The Assessor and His Relationship to Municipal Government.

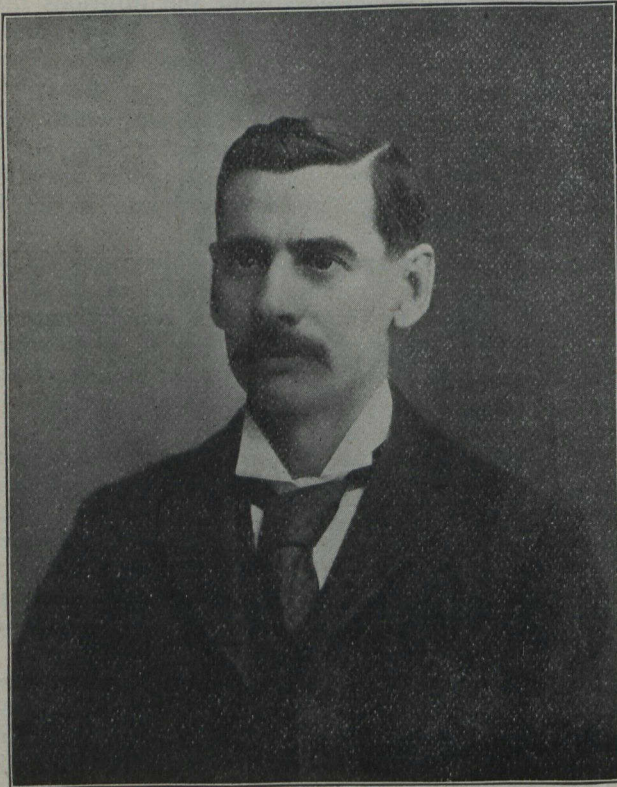
JOHN T. HALL,

Assessment Commissioner, Hamilton, Ont.

The practical carrying out of municipal government devolves upon a number of civic departments, each separate and distinct, in itself, but at the same time the one is so dovetailed into the other, as to make a complete whole, and systematized to the greatest possible extent in order that the best results may be obtained. The initiatory of these, I consider to be the Assessment Department, it being first called upon to place a just and equitable valuation upon all classes of assessable property, which carries a certain levy of taxation in order to produce the revenue where the entire expenses of the municipality may be met. It is only within the last fifteen years that the assessment Departments not only in the Province of Ontario, but in Great Britain and the United States have come to

assessors was pointed out to the Ontario Legislature during the session of 1892, and the following enactment was placed upon the statute books "In cities and towns, the Council, instead of appointing assessors under the preceding section, may appoint an assessment commissioner, who, in conjunction with the mayor for the time being, shall, from time to time, appoint such assessors and valuers, as may be necessary, and such commissioner, assessors and valuers, shall constitute a board of assessors, and shall possess all the powers and perform the duties of assessors appointed under the last preceding section: and all notices, in other municipalities required to be given to the clerk of the municipality in matters relative to assessment shall in such city be given to the assessment Commissioner." R. S. O. c. 184 s. 255. 52 V. C.

With the passage of the above mentioned clause, started the formation of a permanent department in the various cities of Ontario, and the assessor retains his position so long as he continues to give good results, and further as he is liable to very severe penalties for any fraudulent assessment, the permanency of his position strengthens his hand in being fair and just to all without fear or favor. Assessors are to a certain extent born, not made: they must have a certain natural aptitude for the business, be fearlessly independent and not amenable to flattery. The importance of the position to the municipality is shown by the fact that if they overlook the assessment of any property, it means so much cold cash lost irretrievably to the municipality. If their various books are absolutely correct and everything entered therein, and a mistake or omission should occur afterwards in transcribing the assessor's work in any of the other departments, it can always be checked and accounted for by an audit, while if the assessor makes a mistake or omission in his work, the municipality has no recourse for correcting the same. He must also see that every rate-payer is properly notified of the amount that the said rate-payer is assessed at, for the succeeding year, and also keep a record of the exact date upon which said service is made. He must have a thorough knowledge of all fluctuations in real estate, and must keep closely in touch with all transfers of property, their sale price as compared with their assessed value, for it is a well-known fact that in all large cities, while in some districts property is going up rapidly, in another section of the city it may be depreciating; and these are two points upon which the assessor has to exercise considerable judgment, a depreciated value upon the one hand, or a speculative value upon the other. A combination of circumstances may be at work in a certain district which has a tendency to boom property beyond its real value, and another set of circumstances in another locality may be working in just the very opposite direction, and property may be forced upon the market at less than its true value. He has further to defend his assessment before the Court of Revision and the County Judge, for there is a class of property holders in all



MR. JOHN T. HALL.

be recognized as practically the foundation of the entire municipal system.

In the Province of Ontario prior to the year 1902 the councils of the various municipalities appointed the assessor or assessors to make an assessment which occupied their time for a period of from two to five months yearly, and it quite frequently happened that new men were appointed each year, who in many instances were in complete ignorance of what had been done by their predecessors. The idea seemed to prevail that no special training was necessary: this theory has been exploded and in an up-to-date City department every member is a specialist.

The desirability of having a permanent board of

municipalities, who through force of habit, or as a matter of principal, will appeal against any assessment, even if it were made by the angel Gabriel. This has to be done in order to protect the more liberal minded tax payer, who is willing to pay upon a fair assessment.

The ideal assessor must of necessity be exceedingly discreet, as in the pursuance of his business, he will learn a great deal of the private business of individuals and corporations with whom he comes in contact. Probably, I cannot illustrate this better than by a remark that was addressed to the writer by a rate payer; "From your conversation, it seems that you consider it an assessor's business to know everybody's else's business," the answer being, "You are quite right; but it is not his business to tell everybody."

The assessor must also be a man of strong will-power and have perfect control of his temper, as upon many occasions he will be made the subject of intimidation, and threatened by powerful interests and corporations, that unless he follows the course mapped out by them, he will have to be on the lookout for another situation; and upon the other hand, he must be exceedingly careful not to allow sentiment of any nature to warp his judgement. Rich and poor should be used alike, without any distinction being made. At the same time he should treat all parties with whom he comes in contact in a kind and courteous manner, resisting strongly any bull-doing tactics by which means many rate-payers vainly imagine they can obtain the object which they have in view, at the same time maintaining his own self respect and having due regard to the self respect of others.

POINTED PARAGRAPHS FOR THE ASSESSOR.

Procuring information about anything that exists is not impossible. It is only a question of Brains, Work, Time and Money. Brains lessen and make the work easy. Money shortens the time in accomplishing your object.

Study human nature. Know your man. You can wheedle out of one information that in another, you will have to use a corkscrew or a club to extract.

Get all the people into your confidence, but never divulge the source of your knowledge, unless the importance of the case demands it, and then only with the consent of the party from whom you received it. Unless you are able to procure this, retract or apologize. Never do anything that will interfere with your private information system.

Your entire life is a school, and you are learning new lessons every day from the cradle to the grave.

You may be a University graduate, even a gold medalist, but the chimney sweep, or the man digging in the sewer knows something that you do not. Do not ignore them as teachers.

English City Government.

If in English cities municipal matters are better than they are in the great cities on this continent it is partly, at least, because the social structure of those communities is different, the influence of leading men is greater, and they take more part in civic life.—Independent, New York.

The Telephone Circular.

Quite a number of municipalities have sent in replies to the official circular contained in last month's Journal, and the information is very interesting. The difference in the rates charged by the Bell Co. is very marked, and appears to be governed by the figures that could be got. The same thing applies to the annual contribution to the public funds, which in many cases is absolutely nothing, although the Co. has the right, by that regrettable and unjust Federal legislation, to go through the streets and put up its ornamental (?) poles anywhere.

The last question in the circular, "Is your Municipality interested in telephone questions? Is so, why?" throws a very great amount of light upon the feelings of the municipalities, and we give below some of the most interesting.

CARBERRY, MAN.—"We think that municipal ownership is best; as we cannot have this, then Government ownership will suffice. The present company's (that is the Bell) rights are too arbitrary; our assessment laws exempting."

NORTH SYDNEY, N.S.—"We have a most unsatisfactory service." (The Eastern T.C. is controlled by the Bell.)

GODERICH, ONT.—"Our municipality prides itself in its beautiful streets, and desires particularly to control the mutilation of same."

NORTH BAY, ONT.—"The Board of Trade is at present agitating the question, as it is felt that existing arrangements are unfair to the town." (Bell Co.)

TRENTON, ONT.—"We pay too much for telephones, for the service rendered." (Bell Co.)

MEAFORD, ONT.—"We believe that they should be much cheaper, and a great many more would be used."

SARNIA, ONT.—"We want cheaper 'phones, and are waiting for Sir William Mulock's Bill."

CHILLIWACK, B.C.—"We want cheaper and better connections with the different sections."

MERRITON, ONT.—"We think charges are too high." (Bell Co. rates, \$20 and \$40.)

HINTONBURG, ONT.—"The Council considers the rates are too high." (The Bell Co. charges \$25 and \$45, and \$5 extra for every quarter of a mile distant from Ottawa.)

WESTVILLE, N.S.—"We think the annual charges are too high." (The N.S.T. Co. is controlled by the Bell Co.)

CORNWALL, ONT.—"Think there should not be a monopoly in such matters."

PETERBOROUGH, ONT.—"We want to secure better control of our streets. To keep prices at proper figures. To secure for independent companies trunk line facilities, and with a view to local municipal systems in accordance with the principles of municipal and Government control of public utilities."

KINGSTON, ONT.—"We believe in municipal ownership of public utilities."

WOODSTOCK, ONT.—"Present system (Bell) unsatisfactory."

RICHMOND, QUE.—"We would like to have the People's Co. 'phones in the railway station, but the Bell Co. controls the situation."

PARIS, ONT.—"We would like cheaper rates." (Bell Co. charges \$20.)

EMERSON, MAN.—"Like most other municipalities, we believe this is a 'public utility' which the municipality should own and operate for its own benefit."

WINNIPEG, MAN.—"A special committee was appointed last year to take up the matter of a municipal system; Ald. J. C. Gibson is chairman."

GANANOQUE, ONT.—"The Bell Co. is too exacting. We are in favor of main lines being owned and operated by the Dominion Government, and free competition in local municipalities."

Frozen Acetylene.

H. W. COLE.

Did you hear the passing of the linkman in London Town, and his hourly cry through the night "All's well"? You may not, perchance have seen him, for his torch has burned out long since, and he and his cry, with the things of yesterday, have passed on forever into the fields of oblivion; fainter and more faint his call comes back to us.

Not only in London Town did the linkman and watchman carry light, and the protection which it gives for the belated, but even in Philadelphia, Boston and New York within the century, that citizen who ventured abroad alone on the streets after nightfall had no little hardihood, for the danger of the street from mud-hole and mire was supplemented by the skulking thief and footpad. With the advent of street lamps the change began, for light has done more to mend conditions than perhaps even the police. This is so well known now that when a locality in any of the large cities becomes notorious as a dangerous one after night, the addition of a few lamp-posts is made in that neighbourhood, and its reputation soon changes.

Do you ask why it was that a century ago London, Philadelphia, Boston and New York had not their streets well lighted, for assuredly each of these cities had wealthy and public spirited citizens at that time? The dreams of yesterday are the commonplace of to-day, and comforts which a century, aye, half a century ago, were not to be had for a king's ransom, are to-day within that circle which embraces those things generally recognized as essentials to present habits of life.

Any town or village can have to-day at a cost well within its reach a street and house lighting system of such perfection as doubtless never dreamed of by our great grand-fathers of a hundred years ago even in their most illumined moments. While coal gas and electricity have brought relief to the cities in street and house lighting, it has been acetylene gas which has changed the lighting conditions in many towns and villages throughout the world. This gas is particularly suited for such places on account of the low cost of plant necessary to make the gas, the simplicity of the plant itself and the further fact that it does not require the attention of an engineer or skilled mechanic to run it.

In most cases acetylene is generated from calcium carbide within a short distance of the point at which it is used; but in two towns in Ontario, Maxville and Avonmore, a different system has been adopted. These are the first two towns in the world to be lighted by "frozen acetylene"—a product known only within the last year in a commercial way.

"Frozen acetylene" or "acetylene ice" as it is some-

times called, is the discovery of Mr. E. A. LeSueur, a Canadian chemist of more than national reputation. Through refrigeration ordinary acetylene gas is turned into an article which looks very much like lump camphor, and which is equally safe to handle. A can of this material was subjected to the most trying tests to ascertain if it could be exploded by detonation or shock of any kind, but without effect. It was then thrown into a very hot fire, but beyond the burning of the gas as it evolved from the acetylene ice, no effect was produced. Taking the can out of the fire it was submerged in a tank of water, when the burning gas was extinguished and the ice remaining in the can was quite unchanged in appearance in any way.

The ice melts or gassifies slowly as it comes in contact with a higher temperature, and it is this property which makes it valuable. By putting it in receptacles which are insulated by non-conductors of heat, this material can be kept for quite a time without any appreciable gassification taking place; and in this way it is shipped from the factory to the point where it is to be used. There the receptacle is connected to the piping or street mains with a union, and as the gas evolves it passes off into the pipes.

The process of refrigeration eliminates all foreign elements there may be in the gas, so that the product is practically objectively pure acetylene. The light from this gas is unusually clear and brilliant, and burns without carbonizing the burners in the slightest degree, while the diffusive properties being very great make it very well adapted for street use.

The installation at Maxville was completed some seven months ago, while the Avonmore installation was finished shortly after the first of the year. In both places gas has been on continuously since first starting, and satisfaction has been decided and general. Private dwellings, churches, stores and hotels are lighted besides the streets. One central gas house at Maxville and another at Avonmore furnish the gas through about a mile of mains in each place. Street lamps are lighted by annual contract, but all other service is on a meter basis, the nett price of gas to the consumer being \$1.50 per hundred feet. This is equivalent to about \$1.25 per thousand feet on coal gas, owing to the fact that an acetylene burner consuming only half a foot of gas an hour gives a light of considerable more candle power than a coal gas burner running five cubic feet per hour.

The experimental and development work in connection with frozen acetylene has been carried on entirely by the General Illuminating Co. of Ottawa, who put in both the Maxville and Avonmore installations, and now light these places.

The beauty and effectiveness of the street and house lights in both the towns mentioned are commented on by everyone; and almost without exception travellers go out of their way to declare these two are the best lighted towns in Ontario, if not in the Dominion.

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The Cleansing of Chicago.

The Canadian Club of Ottawa closed a very successful session by a Banquet at the Russell House on the 5th May, at which the chief speakers were Messrs. Charles R. Crane, President, and Walter L. Fisher, Secretary, of the Municipal Voters' League of Chicago. These gentlemen were invited (we understand at the happy suggestion of His Excellency, the Governor General, who was also present) to tell of the conquest of Chicago by the decent citizens. President Harper, of Chicago University, was also a guest but did not speak.

As the subject was of such deep importance from a municipal point of view, invitations were courteously sent by the Club to His Worship Mayor Laporte, President, and Mr. W. D. Lighthall, Hon. Secretary-Treasurer of the U. C. M. and the Editor of the JOURNAL.

Mr. W. L. Mackenzie King, President of the Club, made an admirable chairman.

Mr. Crane spoke briefly, beginning by saying that 10 or 12 years ago Chicago was the most corrupt city in the United States; now it had the best City Council, thanks to the Municipal Voters' League, which was "among those present" at the elections. When 6 franchises were rushed through on the last night of Mayor Hopkin's term, the people thought it was time to sit up and take notice. A body was formed, called the Council of One Hundred, and systematic watch was kept at the Council meetings, followed by full reports of the action of the Councillors. The number of bad men was steadily reduced.

Mr. Fisher said that it had been stated that the Government of Municipalities was an unsolved question. In Chicago corruption was taken as a matter of course and there was a condition of organized plunder. The principal of competition for natural monopolies gave a golden opportunity for graft. The League was managed by a Committee of 9, who appointed Ward Committees, as well as advisory, Finance, etc. They secured the concerted action of the press in favor of reform with one or

two exceptions, and had a very simple platform. The speaker gave a most interesting account of how Yerkes manipulated the car companies and the franchises, and finally swindled Pierpont Morgan by selling parts of his ownings at fabulous prices. The first street car lines were built in 1858, and the city had power to buy in 25 years; an extension of the franchise to 99 years was passed over the veto of the Governor. In 1883, the Company asked for an extension, promising to give better service. In 1886, Yerkes arrived and formed a new company which secured a charter for 999 years. He next formed the U. S. Construction Co. with a capital of five millions. But things got so unbearable that all the old members of the Legislature were turned out. Yerkes purchased a paper, the Chicago Inter-Ocean, to further his schemes, but finally left Chicago, after selling piece meal to the Morgan syndicate.

One effective work of the League was to issue a report of the records of each alderman for the past year, showing how he had voted, and giving a suggestion as to whether he should be allowed to go back or not, in "picturesque language." These reports had resulted in seven libel suits, but not one of them had been taken in court.

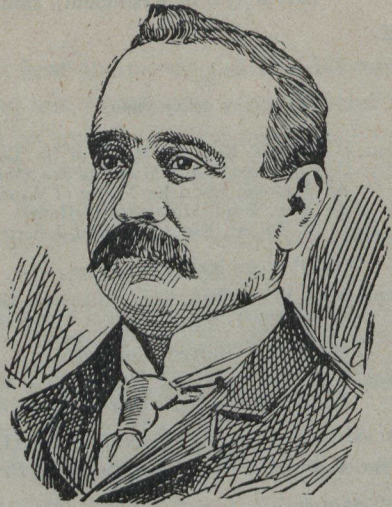
One great improvement secured was the elimination of party politics in the city elections.

The speaker was listened to with marked interest followed by prolonged applause.

A vote of thanks was proposed by Hon. A. G. Blair seconded by Mr. R. L. Borden, and carried unanimously.

His Excellency the Governor-General spoke briefly, referring humourously to his fear of giving offence and awakening international complications, and then pointing out how the speakers had shown the power of a single earnest man to make improvements in public life, just as Savanorola did in Florence. He believed with Aristotle that the highest happiness is to be found in the conscious pursuit of a noble purpose,

The American Society of Municipal Improvements.



ALCIDE CHAUSSE, Inspector of Buildings, Montreal, and chairman Finance Committee, Am. Soc. of Mun. Imprts.

The extended and rapidly increasing demand for information regarding the American Society of Municipal Improvements, which will meet in Montreal on September 5th, 6th, and 7th, of the present year, has resulted in the following article about the history of the organization, together with a brief review of its objects, results accomplished and other information of interest.

In response to the wishes of the members attending the Montreal Convention, the following notes are devoted to information relating to the society for the benefit of those cities and individuals who are interested in the betterments and advancement of municipalities in America.

The desirability of an association of city officials for united and systematic consideration of the affairs controlled by and relating to municipal corporation had been the source of much favorable theoretical discussion, but numerous difficulties appeared to prevent the practical application of the theory until the question was taken in hand in the summer of 1894 by Mr. M. J. Murphy, at that time Street Commissioner of St. Louis, Mo., U.S.A. The persistent efforts and extended correspondence by this gentleman assisted by the officials of Cincinnati and Buffalo, resulted in a call for a meeting of interested cities on September 19th, 1894 at Buffalo, N. Y., for the purpose of effecting an organization of the officials representing both the legislative and executive branches of urban administration.

The general interest in such matters was indicated by the large representation of cities at this initial meeting. About sixty delegates from the following sixteen cities were in attendance and assisted in perfecting a permanent organization; — Allegheny Pa., Buffalo, N. Y., Camden, N. J., Cincinnati O., Fort Wayne, Ind., Grand Rapids, Mich., Indianapolis, Ind., St. Louis Mo., Memphis, Tenn., Milwaukee, Wis., Newark, N. J., New Bedford, Mass., New Haven, Conn., Omaha, Neb., Portland, Me., and Syracuse, N. Y.

The result of this meeting was the formation of the American Society of Municipal Improvements, the first practical association of any magnitude in America ever perfected for the consideration of city affairs. The agitation of leading municipal problems by the public press for two or three years immediately prior to the meeting at Buffalo had awakened the public interest in public affairs and developed a general conviction of the necessity for the united effort in devising improved and business-like methods in the conduct of affairs common to all. The movement therefore was launched at a most propitious time as it met the full approval of the general public, and the stimulus imparted by such favorable condition placed the society upon a sound and thriving basis, upon which has developed a steady, healthy growth in numbers and usefulness.

The Society was organized on broad lines and its field of operation embraces every department of a municipality with particular attention to taxation, government, sanitation, lighting and public improvements. It binds together for a common purpose the executive heads of the various departments together with the Mayors and Councilmen who are responsible for the general policy to be pursued.

It is the aim of the Association to bring these officers together during the fall of each year for the purpose of considering through papers, discussions and committee reports all questions relating to the best interests of American and Canadian Cities; to promote social and friendly intercourse at such conventions and to circulate the information thus obtained among its members through the publication of the proceedings in pamphlet form. By these means the society endeavors to secure a thorough study of municipal affairs, the dissemination of information relating to same, the promotion of official efficiency and an honest and capable administration of all city departments.

A considerable benefit is derived also by the delegate through the opportunity to visit the cities selected as the places for meeting and examine the public works of same. These cities represent the most progressive elements of municipal practices and government and much can be learned by a personal investigation of their methods. The meetings have been held in the following locations:—

1894, Buffalo, N. Y.; 1895, Cincinnati, O.; 1896, Chicago, Ill.; 1897, Nashville, Tenn.; 1898, Washington, D. C.; 1899, Toronto, Ont.; 1900, Milwaukee, Wis.; 1901, Niagara Falls, N. Y.; 1902, Rochester, N. Y.; 1903, Indianapolis, Ind.; 1904, St. Louis, Mo.

The next meeting of the association will be held in Montreal, Que., on September 5th, 6th, and 7th, inclusive, for which a valuable and interesting programme has been prepared by the officers of the society and the local committee of citizens. In connection with this meeting the associate members of the society have decided to hold the first annual Exhibition of Municipal Supplies, in the Crystal Rink, corner of Dorchester and Guy Streets, on September 5th, to 9th, inclusive.

The meeting of the convention will be held in a part of the Crystal Rink, especially reserved for that purpose.

Parks and Playgrounds Association.

The Parks and Playgrounds Association in Montreal is an institution that can be introduced into every municipality with great advantage. The aims of the Association are two fold as the double name implies. The preservation, extension and improvement of public parks is surely an object which ought to appeal to every good citizen, not merely from the aesthetic point of view, but also from the Commercial standpoint; because the city with many beautiful parks possesses an immense attraction.

Then the absolute necessity of playgrounds for city children, where they can expend their surplus energy and get that best of medicines, fresh air, is a matter of business as well as of philanthropy, for if the children do not grow up healthier, the cost to the city in every way is appalling.

The Parks and Playgrounds Association of Montreal owes its inception to a projected attack upon Mount Royal Park by the Montreal Street Ry. Co. The Company was seeking powers to construct 2 miles of double track in Mount Royal Park. A few ladies started an agitation; made a canvas, and petitioned the Council, asking that the franchise should not be granted. Needless to add, the Street Ry. at once retreated, and withdrew their request.

In order to forestall any future attacks, a Committee of ladies, both French and English, was formed with Lady Hingston as president, and a clause added to the charter, securing the Park, as was believed.

But in March 1900, a member of the Quebec Legislative, without the consent of the City Council, and in spite of their protests, secured an amendment, permitting the City to sell part of the Park.

This led to the need of a permanent organization. and as the question of playgrounds for the children was being discussed, the Parks and Playgrounds Association was formed, with two special duties: first, to preserve from alienation all parks and open spaces, and to urge upon the City Council the need of more, rather than less, breathing spaces for the public: second, "to establish public playgrounds and sand-gardens for the children and older boys."

"Playgrounds are divided into classes: I.—Those sand-gardens for the young, opened in the school yards for three hours daily during ten weeks of the Summer vacation, under suitable supervision and with one or more kindergarten teachers to oversee games, &c., with three duties impressed upon the frequenters—"To play fair, to keep clean and to speak the truth." II.—Those opened on park property, with ball grounds, ponds for sailing boats, baths, &c., of which we have an excellent example in the Westmount Park.

"The first class are somewhat allied to the vacation schools, in so far as they are able to teach, though out of doors, many useful things, such as sewing,

knitting and even carpentry, while good conduct and diligence may be rewarded by a trip to the country on a botanizing expedition. The second class are, naturally, entirely devoted to play, and beyond certain restrictions as to fighting, swearing and damaging property, which can be enforced by the usual park attendant, little of educational advantage is aimed at save those lessons that freedom, bodily exercise and happiness may teach."

The Montreal Association has done splendid work, and is increasing this all the time as better appreciation gives larger support, and we cordially commend this work as one that can be copied with the greatest advantage in other cities and towns.

Clarion vs. Daily Mail.

The London, Eng. "Daily Mail" is strongly—and unscrupulously—anti-municipal, and has had a lovely piece of news to distort into its own particular style of supplying its readers. A small tradesman committed suicide because he could not pay his rates. This is recorded by the "Mail" under the scare heading of "Killed by Rates." The "Clarion," also of London, Eng., points out how utterly unjust and misleading, and shows that the argument of the "Mail" that municipal trading increases rates, is entirely untrue.

The "Clarion" goes further and says that the "policy of the "Daily Mail" is to keep the people poor" the municipal trading undertakings which excite anger are those which make *profits* for the people."

It quotes the Parliamentary returns for boroughs carrying on trading services, to March 1902, and they are:

	Gross Profits	Per Cent.
97 Gasworks..	£1,367,735	7.3
102 Electricity..	473,896	4.2
45 Tramways..	482,406	5.6
Total..	£2,324,037	

After payment of interest and sinking fund, the net profits were £505,850, say two million dollars.

The "Daily Mail" says "on the municipalists, theory the growth of the debt which has accompanied municipal trading in a colossal scale should have led to a decrease in the rates." To which the "Clarion" replies: "No municipalist ever put forward such a theory. No one but an ignoramus or a rogue could evolve such a theory" for of the 373 million pounds forming the total municipal debt, only 58 millions are for gas, electricity and tramways, the overwhelming proportion being used for waterworks, highways, sewers, and other non-productive works.

And the "Daily Mail" believes—or wants its readers to believe—that the productive undertakings, which show a large profit, are the cause of the large increase in rates!

It really looks as if the "Daily Mail" had its anti-municipal editorials supplied by that so-called Industrial Freedom League, which is the organ of the company promoters.

Sir William Mulock's Select Committee on Telephone Systems

Quite a lengthy list of documents were filed by Mr. Casgrain, K.C., for the Bell Telephone Co., which were subsequently reprinted in an appendix to the official report.

The chairman submitted a list of questions, which he suggested should be sent to Mr. Sise, President of the Bell Co., but with the understanding that the examination is not to be limited to these points. The other members of the Committee were asked to have the clerk add any questions they might see fit.

Mr. Maclean asked if the original agreement between the old Bell Co. and the present company was included, but was told that it was not, as the officials did not understand that it was wanted.

A resolution was passed making known the Committee's wishes that any persons interested might either write to, or appear before, the Committee.

The Chairman submitted a list of the telephone companies at present doing business in Canada, which showed a total of 93, divided as follows:—Quebec, 29; Ontario, 17; New Brunswick, 11; Nova Scotia, 14; Prince Edward Island, 1; British Columbia, 12; Manitoba, 2; North-West Territories, 6; and Yukon, 1. The Bell Co. operates in three provinces—Quebec, Ontario and Manitoba.

Mr. A. D. Bruce, supplied a statement as to the working of the Bethesda and Stouffville Association; it commenced work in August, 1904; has 41 'phones in use, and applications for 6 more; has 25 miles of two-wire line; the subscribers have free 'phones, and others pay \$12 and \$15; there is free exchange with four other co-operating systems; the subscribers "endeavoured to secure connection with the Bell Co. . . . but found the terms to be such that we dropped the negotiations." . . . It appears that a national system of telephones should be a good investment for the Government."

A letter was filed from Mr. Jas. B. Hoge, the National Intestate Telephone Association, Cleveland, O., which states that they have over two and a half million subscribers in the United States.

Mr. Demers, manager of the Bellechasse, St. Maurice and Portneuf Telephone Cos., and authorized agent of the Beauce Telephone Co., was examined at great length, and gave very valuable information and statistics. He stated that the Bellechasse Co. has 1,200 miles of pole line construction, besides main lines running 80 miles to the south and 1,300 subscribers; the Beauce Co. has 200 miles of lines and 500 subscribers, operating alongside the Bell Co., "where they have reduced to nearly nothing the number of subscribers of the Bell Co." They have bought out the Bell's plant in Rimouski for \$2,000; the Bell Co. had 33 subscribers now there are 120; they also fought the Bell Co. in the town of Levis, but got an entrance; the charges are \$15, \$20, and \$25, according to the cost of the line and the connections given; the farmers are wanting the 'phones more all the time; the Bell Co. were not serving the farmers, but only had toll lines; our instruments are in the I.C. Ry. stations; this is a public convenience, and the public appreciate it; the Quebec Central Railway also allow the same. At Levis, the Bell Co. were going to charge \$35, but could not do so after the competition came in. The company has paid 7 per cent., after allowing all expenses; 11 per cent. was earned last year, and 14 per cent. is the profit this year. The company started 7 years ago, with a capital of \$1,100 subscribed and \$110 paid up. It has now a paid-up capital of \$100,671, and shows a surplus of \$12,009. The toll rates are 25 cents for five minutes, while the Bell charges 60 cents for three minutes. We tried to get a 'phone into the G.T. Ry, at Levis, but the Bell Co. prevented it. At St. Agapit we have an instrument, but only under a contract, by the permission of the Bell Co. When our company tried to exchange business with the Bell, they demanded that we should go out of Levis, and not extend anywhere without their permission. The "agreement was all on one side. We did not read the paper through." The Bell Co. also tried "to disturb us from giving a service" by advertising

that people using certain 'phones would be prosecuted. Our instruments are better than those of the Bell. "A telephone company getting control, as this Bell Co. has, of two main railroads, has a great monopoly." The St. Maurice Co. has only just been purchased, and will be put into good order. The Portneuf Co. has about 67 miles; it had 'phones in the private residences of the C. P. Ry. agents, but the agents were told to take them out or get out themselves; so the subscribers cannot get any information about freight or trains.

Mayor Best, Peterborough, Ont., filed a copy of the agreement between the town and the Canadian Machine Telephone Co. The rates are fixed at \$15 and \$20, or \$30 for both. The company will not cut or trim any trees without permission.

Dr. Demers, being re-called, put in a proposed agreement between the Beauce Telephone Co. and the Bell Telephone Co., by which the former was not to connect and was to buy all its instruments from the Bell Co. The object was to kill off the Bellechasse Co.

Mr. Alex Stark, manager of the system supplying 'phones and light to Toronto Junction; the charge to subscribers is \$6 a year, and one cent for each call, with a maximum charge of \$15 and \$20; the Strowger system, an automatic one is used; it costs about \$40 per line for switchboard and instrument, besides the outside work. Three operators do the work of 15 or 20 in the old way. The new company has more subscribers than the Bell Co. has. It was no use approaching the Bell Co. as to exchange of business.

Mr. William Barnfield, North American Telegraph Co., Kingston, said his company operated a telephone service, and had 682 'phones and 41 exchanges, with 1989 miles of toll lines; they are also building a line for farmers, who will pay \$15. Witness filed an agreement with the Bell Co., about which the Chairman remarked: "I would like to read over this agreement. It is interesting. I think it explains somewhat the high cost of these instruments."

After dividing up the district and binding themselves not to trespass, the agreement says:—"The Telegraph Co. agrees to use no telephone apparatus except that furnished by the Bell Telephone Co., and to pay therefor a price equal to the price paid by the Bell Telephone Co. and 5 per cent. commission thereon."

Witness was asked why they got their instruments from the Northern Electric Co., but said they bought them from the Bell Co.

When the agreement had been read—

Mr. Bergeon said:—"This is a combine."

The Chairman:—"A combine? Yes."

Mr. Bergeon:—"Where does the farmer come in?"

The Chairman:—"He is between these two companies."

The Chairman drew attention to a letter from Mr. E. R. Conklin, manager Inter-State Independent Telephone and Telegraph Co., Aurora, Ill., who referred to a Blue Book issued by the United States. His company has 15,000 in Illinois, of which 4,000 are in farmhouses. He also outlined three distinct plans for covering country districts.

Dr. Demers, again re-called, gave costs of construction for Quebec, which came to \$120 per mile.

Mr. Joseph Moisan, manager Merchants' Telephone Co., Montreal, stated that they had 1,546 subscribers, the rates being \$20 and \$35 for residences and \$20, \$30 and \$35 for business places. The company cannot connect with the Bell long-distance lines, and this hampered them; if the Government owned the lines it would be different. The instruments cost about \$13.50 each. They had tried to get their 'phones into the railway company's offices, but were not allowed to do so, not even into the Shedden Cartage Co. As to charges, the Bell Co., charges \$30 to \$55, and we charge \$20 to \$35.

Dr. H. Ochs, Hespeller, Ont., wrote giving particulars of what had been done by the Farmers' Alliance in places where the Bell Co. refused to go. About 30 miles were built, but the Bell Co. came along, and they were forced to sell out.

Dr. Ochs, Hespeller, Ont., stated that there were a number of little villages on the main line of the Bell Co., but they were refused any service by the Bell, so a few joined in a system which extended in a few years to 30 'phones, with a distance of 30 miles. The Bell then asked for an exchange of business, but it was unsatisfactory, and "we blamed them for not keeping faith." Then the Bell offered to buy us out, and agreed to do the right thing by us, but "they gradually cut off our privileges one after another." Then they cut down part of the poles, and a lawyer was called in. "On the whole we do feel that the Bell has not dealt fairly with the public."

Dr. James Willock, chairman of Electricity Committee, Glasgow, Scotland, stated that he had been in the Council about 12 years, and said that he would give the data from the year book of the city. The agitation for telephones began in 1892—feeling the need of something better and cheaper than the National Telephone Co.—but the Telephone Act of 1899 had to be passed in order to give the necessary powers to the city. A license was then obtained covering about 143 square miles, terminable at the Corporation's desire in 1913. Mr. Bennett was appointed manager. Work commenced July 1900, and service was given March, 1901. The National then charged £10 in the city, and £20 at a radius of two miles; the Corporation's rate was £5 5s. for an unlimited service over the whole area covered by the system, with the right to speak to or from any post-office in Scotland at a rate for three pence per three minutes in the daytime and six minutes at night; these are the regular rates; no special rate is given to anyone. There are 300 public telephones in shops and public lavatories, where anyone can call any subscriber by putting one penny in the slot. The rate for hotels is the same £5 5s. (say, \$26.00), and all the guests can use them without any fee. The National fee is now £10 in Glasgow, but in London, where they have no competition, the rate for the ordinary city telephone is £17 10s. The National and Corporation both have "limited" contracts, the charge being one penny per call. The city also gives party wires between two subscribers for £2 2s. each. All the cables are underground. The National are fighting hard, and putting 'phones into any shop free, giving the owner 25 per cent. of the fees. The National are not allowed to use the streets, but the Corporation always helps them by the use of the poles in the out-lying districts.

Mr. Maclean:—"Supposing Parliament ordered you to allow the National to do so?"

"Parliament, as a rule, has more sense."

The Postmaster has to ask for permission to lay a tube, and the work was done under the direction of the Master of Works. The Government telegraph is all under Corporation control. The city owns the streets and controls them; it owns the gas works, electric light and power system, and tramways; these are all provided for in the streets; the wires are carried on beautiful poles; telephone wires are carried along back streets and enter the rear of the buildings. When any work is proposed all the departments are notified, so that all may be done at the same time. The National Co. has 20,000 subscribers, gained by cutting prices, and the city 14,000; but they cannot go too low, because they would be compelled to reduce in other cities which they control. In Glasgow is really the only opposition they have. As to the paying of the city system up to 31st May, 1904, the capital expenditure was £320,000 and the annual revenue £49,000, and after paying everything there was a balance of £3,650 to be added to the balance carried over from the previous year, making £5,753. The cost of constructing 11,405 lines over 143 square miles was £20 6s. 6d. each; but there is provision for 20,000 lines, so the cost per line will be reduced when the full number is in use. The cost for maintenance, with depreciation, sinking fund, etc., is £4 0s. 7½d. per year; the rental is £4 13s. 1d. The Corporation accounts are all audited and criticized, as some members of the Council are opposed to municipal ownership. He believed that the Government ownership would be expensive, for they would have to pay such an enormous price for the National Co., because of its high capitalization. He believed in Government ownership of trunk lines and municipal ownership of local lines.

Questions were put as to an investigation into Glasgow's municipal accounts, referred to by Mr. Sise in the Brantford fight, but the witness knew nothing of any such thing, but stated that attacks had been made on the Electricity Department, because a system designed for 20,000 subscribers, did not pay the first year or two. The National Telephone Co. issued circulars and anonymous letters, but they were contradicted. "We have a gigantic trust in the National Co., who think it quite proper to spend a lot of money and buy out or squash any municipality that takes a hand in running their own franchises."

Question by Mr. Burows:—"Then you deny the statement of Mr. Sise that the municipal ownership of telephones in Glasgow has not been a success?"

"I do deny it; more than that, the difference in rates is so great that we could raise ours, and still beat the National." The National Co. has "resorted to all means, by letter, by writing articles, and in every other way to make little of the municipal system." A copy of the report for the last year was filed. The municipal ownership had been a success and an advantage to the citizens; so much so that the other cities and towns are copying the example. Glasgow took over the waterworks in 1858; the gas in 1869; electricity in 1896; and telephones in 1900.

Mr. J. W. Chambers, Old Kentucky Telephone and Telegraph Co., sent in a report, which was filed. They have 1,300 'phones among a population of 30,000; the rates are \$12 and \$24 in the cities, farmers paying \$12 and a portion of the cost of constructing the line. The Bell Co. did not enter the territory until the business had been developed.

Mr. John A. Armstrong, the Louisville Home Telephone Co., also sent in a report. It has 9,100 subscribers among a population of 300,000; rates are \$24 and \$48 in the cities, and from \$24 to

Telephonettes.

The Executive Committee of the Canadian Manufacturers' Association has declared in favor of Government control of telephone and telegraph systems.

Mr. Demers manager of several very successful rural telephone lines says:—"If the Government was owner of the trunk lines, the main lines, the long-distance lines, it would be a big thing for the people of the country; and then let the towns or the villages be the owners of their own local exchanges, and they could run them cheaper than we could, and the Government could manage the long-distance at a cheaper rate. They have only to pay 3 or 4 per cent. on their bonds, instead of 7 or 8 per cent."

Mayor Best, Peterborough, Ont.:—"We are pleased that Parliament is making an enquiry into the telephone business, as the question of the control of the streets is a very important one for the municipalities. Judging from the trend of public opinion as to public utilities, Government ownership of the trunk telephone lines would be approved, and with this view we are in sympathy."

"The service in the rural district was very much neglected since the Bell took it over. In fact, they rather discouraged it, and one subscriber after another had the instrument taken out." But, "the Bell is very active in canvassing farmers just now, because we promised them opposition if they did not meet our wishes."—Dr. Ochs, Hespeller, Ont., before the Select Committee.

"We (speaking of the Corporation of Glasgow) will not allow the National Telephone on our streets, with poles for wires or cables. We will not allow any company or any private undertaking to go into our streets without our permission. At the present time we have no company operating on our streets but ourselves."—Councillor James Willock, Glasgow, Scotland, before the Select Committee.

Municipal Freedom.

By W. D. Lighthall, M.A.,

(Concluded.)

The effects to-day of this clause and those of the constituent charters and of the operations described, are that the large population of Montreal and its vicinity are charged four times the prices for electric light and power which are current in Toronto; they are held absolutely at the mercy of the combine, which is dropping previous discounts and forcing up its prices; the streets are torn up, destroyed and overloaded with apparatus at the will of the Company; the city authorities are audaciously jockeyed out of introducing a general conduit system; the combine and the Bell Telephone Company claim to occupy practically all the available conduit space on some of the principal streets; and the people are mocked with the boast that these advantages over them are perpetual and cannot be escaped.

About the time that Montreal, Westmount, and other places were aroused concerning this charter, and I, as Mayor of Westmount, advised the Union of Municipalities, Toronto became engaged in a dispute with the Bell Telephone Company over a similar claim to occupy at will, tear up, and fill the streets with conduits and apparatus. The Company claimed this power (the reader will observe that I do not call such a power a "right") under its Dominion charter, which, it held, overrode any provincial or municipal provisions. The city resisted and Mr. Justice Street rendered judgment in its favor, holding that the Company's Dominion Acts of 43 and 45 Vic. did not do away with the obligations and restrictions contained in its Ontario enabling Act 45 Vic., cap. 71, under which municipal consent was virtually required for carrying its poles and wires along streets. In 1882 the Provincial Court of Appeal reversed this judgment by a majority decision; and in October, 1904, the Privy Council maintained the reversal. This decision, removing, as it does, every hope of Provincial protection, is of the highest importance to all municipalities in Canada and makes remedial legislation by the Dominion Parliament necessary. Such legislation is now being defied by removal of municipal control from such a company is the virtual destruction of the local franchise and of any consequent choice of service. Telephony in any locality, is by its nature a virtual monopoly. Two systems are inconvenient where they are not impracticable. The only way to get satisfaction is for the municipality to have the power of making the best bargain it can for an exclusive service. The business of the Bell Company itself, strong in capital and experience, would, in the humble opinion of the writer, be better served by its securing a system of exclusive contracts for local franchises than by the attempt to constantly combat competitors and to meet the rising public opinion against its monopoly. The long distance lines would give most satisfaction in the hands of the General Post Office.

An illustration of one of the unfortunate methods to which the Company is driven is the case of Fort William and Port Arthur. These two towns, situated close together at the western end of Lake Superior, far from other centres of population, were served for years by the Bell Company and complained of poor

second-hand apparatus and bad service. Finally they established two intercommunicating systems as municipal enterprises, under authority of the Ontario Municipal Act. A serious war of rates followed, attended by active interference of the Bell Company in the local elections, inspired attacks in the press, and other like measures. The local telephones were however very popular. To meet the competition, the Bell Company arranged with the Canadian Pacific Railway, to shut them out of connection with the two stations and the grain elevators. The Bell Company had had for some years an agreement with the Canadian Pacific Railway Company for mutual exchange of business and passes. In 1902, they remodelled this contract so as to insert the stipulation that the Bell Company should have the exclusive right of placing telephones in all stations of the railway for eight years. Hearing of this Mr. W. F. Maclean, M.P., an energetic champion of popular rights, demanded in Parliament the introduction into the Railway Act 1903, which was then under discussion, of a clause permitting any municipality or company to connect with its railway station. Hon. Mr. Blair then drew and inserted section 193, wording it as follows:

"193. Whenever any municipality, corporation or incorporated company has authority to construct, operate and maintain a telephonic system in any district, and is desirous of obtaining telephonic connection or communication with or within any station or premises of the Company, in such district, and cannot agree with the Company with respect thereto, such municipality, corporation or incorporated company may apply to the Board for leave therefor, and the Board may order the Company to provide for such connection or communication upon such terms as to compensation as the Board deems just and expedient, and may order and direct how, when and where, by whom, and upon what terms and conditions such telephonic connection or communication shall be constructed, operated and maintained."

Notwithstanding this section, the Canadian Pacific Railway refused to allow the two towns any connection, alleging the Bell contract. The towns applied to the new Railway Board. The applicants maintained that the Bell Company had no standing under the section; that the contract was against public policy, and that in any event, no damage of importance was legally or equitably suffered by either company. A preliminary judgment was rendered by the Board, in which Commissioners Mills and Bernier upheld the contention that the contract was contrary to public policy; but they were overruled by the Chairman, Mr. Blair, who as chairman was given by the Act the sole voice on legal points, and who rejected the contention and ordered proof of compensation. Another hearing was consequently held upon the latter point, the towns appearing under reserve of all objections and rights of appeal and other rights. No judgment had been rendered when this article was being written.

Another class of municipal rights were concerned in the Bill of the Toronto and Hamilton Railway in 1903 over which one of the most active lobby contests took place ever seen in the Dominion Parliament. The in-

corporators, the Mackenzie & Mann group, who already control the Toronto Street Railway, proposed to combine seven suburban electric railways and obtain from Parliament the power to run on the streets and highways of a number of cities and other municipalities without municipal consent or control, nor any term nor compensation. They declared that Parliament could do as it pleased by simply declaring the work one "for the general advantage of Canada." Apart from the questions of consent, compensation and term, they claimed that sufficient control would be exercised by the Dominion Railway Board. The municipalities, headed by Mayor Urquhart, Corporation Counsel Fullerton, and the city authorities of Toronto and Hamilton, showed the impracticability and expensiveness of such a Board attempting to govern the numerous local conditions and constantly occurring incidents arising out of Street railway traffic. They also pointed out the essential difference between a street railway running on a street or highway belonging to the public, and an ordinary railway running on its right of way, whether driven by steam, electricity, compressed air or whatever other power. They also complained of the constant abuse of the phrase "for the general advantage of Canada," which had been introduced into many bills properly provincial, and they appealed for observance of provincial rights, pointing out that the enterprise was situated entirely within the Province, and had been before the Provincial Legislature, where its demand was rejected.

After a very hard fight, with some assistance from provincial authorities, these views prevailed, the bill was altered and then withdrawn, and the Government through the Hon. Mr. Fielding, made a formal statement in the Railway Committee that the abuse of the clause "for the general advantage of Canada" would be henceforth put an end to.

In their circular to Parliament issued upon this occasion, the Union said *inter alia* :—

"On the 14th July last, 1903, the Ontario Provincial Government and leading representatives from all over Canada appeared before the Cabinet and presented a memorandum affirming the following principles:—

"1. That undertakings entirely provincial and essentially for local or municipal purposes should not be removed from provincial and municipal control by the mere declaration that such works are for the general advantage of Canada.

"2. That no such declaration should be made in any case until the Government and Parliament are satisfied by actual proof that the declaration is true.

"3. That all street railways or tramways or electric railways, constructed and operated wholly or in part through the streets or highways of the municipality are essentially of a local character and should be left under the jurisdiction of the local legislatures and the municipalities.

"4. That the local legislatures have hitherto dealt with the incorporation of such railway companies and have provided safe guards for the construction and operation of such railways, and their right so to do should not be interfered with.

"5. That the construction of an electric railway from the City of Toronto to the City of Hamilton as proposed in Bill No. 147 is not a work for the general advantage of Canada."

The circular closed by calling attention to the great principle of *constitutional practice* which was involved:

"We call upon the Dominion Cabinet to exercise its control of legislation to prevent such a manifest abuse of the power of declaring works for the general advantage of Canada. It is obvious that there must be a limit to the fair use of this power, beyond which it would become an exaggeration never originally intended. The municipalities are convinced that under present conditions any attempt by the Dominion to control street railways would be such an abuse. The Parliament of Great Britain recognizes well known rules of limitation to the exercise of its sovereign power, known as the "Conventions of the Constitution." Why then should not the Dominion Parliament follow its wise example and establish a carefully considered practice in the matter."

The contest over these principles was, however, not allowed to rest with the close of the Toronto and Hamilton Bill incident. Demands were made for the introduction of the principles of municipal and provincial rights into the new Railway Act which was then under discussion. The Ministers of Justice and of Railways who had drafted the Act, were proposing to practically abolish all provincial jurisdiction over railways by declaring all those crossing or connecting with Dominion roads to fall under Dominion jurisdiction. The battle was so hot that a deadlock resulted between the Senate which supported the provinces and municipalities, and the Commons, which voted for the Ministers. In the end the former won, and sections 7 (protecting provincial railways) and 195 (subsections 2 and 3, protecting municipalities in street matters) were the result.

A number of cases similar to that of the Toronto and Hamilton Railway have occurred, where street and other railway charters have been sought under the "general advantage of Canada" clause, in order to obtain rights over municipal streets and highways without municipal consent. One of the principal was that of the Montreal Terminal Railway Company, which, having obtained such a charter, coolly defied the city of Montreal and brought it before the Railway Committee to perform an act of submission. The Union assembled the chief city authorities of Canada in support of Montreal, and the Railway Committee in the end referred the Company to the City Council for terms and conditions. The Street Railway of Edmonton was another example, out of many.

Level crossings are also a subject of much unrest in municipal circles. No less than thirteen lives have been lost by them during the past two years in the District of Montreal alone. One of the members of the Council of Waterloo was killed two years ago at one while on his way to the council meeting. During the past session an attempt was made by the Ottawa Electric Company to impose a monopoly in electric lighting and power upon the city of Ottawa by seeking liberation through Parliament, from previous statutory agreements. This form of raid was defeated also.

I trust that the foregoing sketch, giving some representative cases, will afford an idea of the principles on which the movement for municipal protection is based. The serious evils to which it aims to put an end and the progress of which it has checked for the time being, will be seen to have their roots in new and powerful forces which the people of the Dominion have to face. Let us hope that sane and just principles may conquer, and our people and commerce retain their liberty.—The Canadian Law Review.

Municipal Institutions in the Province of Quebec

His Honor Mr. Recorder Weir, D.C.L., Montreal

(Continued.)

Town Corporations General Clauses Act.

In 1876 (34) the Town Corporations General Clauses Act was passed. It is reproduced in the Revised Statutes of Quebec under the title of Municipal Matters (Articles 4178 to 4640). Its provisions apply to every town corporation or municipality established by Act of the legislature, unless expressly modified by a special charter. At present the cities of Quebec, Montreal, Sherbrooke, Three Rivers, St. Hyacinthe and forty-two towns are incorporated by special statutes or charters which from time to time, on petition, the legislature amends. This Act gave a municipal council jurisdiction beyond the municipal limits where special power is conferred. Loans could only be made under a by-law of the council, afterwards approved by a majority of the property holders and a majority of the realty assessment. The council was given full control over specified subjects. The municipal lists and valuation rolls were made yearly; and special powers were given to commute taxes in favour of local industries and also to appropriate land for municipal purposes.

The Cities and Towns Act of 1903.

A fresh Act, called the Cities and Towns Act, 1903, specified in greater detail the powers and duties of cities and towns not governed under special statutes, and constitutes within its limits a species of general municipal Act. It is the latest and most complete delimitation of municipal functions, replacing the Town Corporations General Clauses Act. The Lieutenant-Governor in Council may, by letters patent, erect any territory forming a village municipality into a town municipality, if it contains at least 2,000 people; and may erect any village or town municipality into a city municipality if it has a population of 6,000, the number of the population being determined by a special census. The council applying for the erection of its territory into a city or town municipality must give public notice of its intention in the *Quebec Official Gazette*, and furnish certain particulars as to population, the proposed name and limits of the city, the number of its wards and councillors, the proposed time of voting, etc. (secs. 14-16).

Notwithstanding the excellent General Clauses Acts, with their provisions for the growth of villages and towns, and easy change of status from village to town and from town to city as population and area warrant, the very general tendency on the part of villages and towns is to apply to the legislature for special charters of incorporation; while the legislature, provided the application is made with a fair degree of unanimity, never withholds its consent, and presumably as unfailingly collects the incidental fees. The special Acts of incorporation that have been granted, notwithstanding the facilities offered by the municipal code and the General Clauses Acts referred to, are very numerous. But it is fair to assume that the "Cities and Towns Act of 1903" is likely to arrest the stream of applications.

The Municipal Code.

The province of Quebec also possesses a special municipal code, which was introduced into the legislature by the Honourable G. Ouimet, as Attorney-General, in 1870. It applies to all the territory of the province other than the cities and towns incorporated in virtue of the General Clauses Act, the Cities and Towns Act, or by special statute. This territory is divided into county municipalities, which are in most cases identical with the counties as electoral divisions for the provincial assembly (35). Each county may include country (rural), village and town municipalities. A country municipality may consist again of a parish or of a township or of a part of either, or of parts of more townships than one. The inhabitants and ratepayers of every county and every country village and town municipality form a corporation or body politic, having perpetual succession and a general grant of all powers necessary to accomplish the duties imposed upon it. As regards population, a country municipality must have three hundred inhabitants and a village at least forty inhabitants within sixty *arpents*.

Under the municipal code the county council is composed of the mayors in office in all the municipalities in the county. In the council these mayors bear the title of county councillor. The head of the council is the warden (in French *préfet*) who is chosen from among the county councillors in March of each year. The ordinary or general sessions of the council are held quarterly. Each council has seven members who are elected each year on the second Monday in January. Nominations may be either verbal or written, and the voting is open. If a municipality fails or neglects to elect the required number of councillors, the Lieutenant-Governor may appoint them. Councillors hold office for three years, two retire annually in each of two years and three in the third year.

The second part of the municipal code treats of the powers of councils, the powers being much the same as in Ontario. One exceptional clause allows an appeal to be made from the passing of a by-law to the county council, except as regards by-laws relating to the prohibition of the liquor trade and money by-laws. All real estate is taxable except government, religious and educational holdings, and (to a limited extent) those of railway companies. The valuation roll is made in the months of June and July biennially, is revised by the council, and is open for inspection during a specified period. The municipal code deals with the all-important subject of roads, specifying those persons liable to render services on roads in the absence of a *procès-verbal* or by-law, defining winter roads—the line of which is marked by means of *balizes* of spruce or cedar, etc. An interesting provision is to the effect that when two or more counties are jointly interested in any public work their county councils may each appoint annually three persons to a board of county delegates, the warden being *ex-officio* one of the three. Such works as roads and bridges come most frequently under their care and help to bring about a measure of municipal co-operation.

Public Health.

By the municipal code power is given to the local council to establish boards of health and to adopt sanitary precautions against contagious diseases; also to provide for a pure water supply (36). But the chief responsibility is imposed by statute upon a board of health, consisting of seven persons, four of whom must be qualified physicians in practice for at least five years. The members of the board are appointed for a period not exceeding three years. The president receives an annual indemnity of \$400; the secretary an annual salary of \$2,400. The duties of the board consist in preparing and studying vital and medical statistics, in making sanitary investigations, either directly or through municipal councils, in establishing, supervising, and advising local boards of health, and in distributing practical information throughout the province upon matters of health and disease. The board has power to make, amend and repeal by-laws for the promotion of public health, and the prevention of disease, and when the local by-law is contrary to that of the provincial board the latter prevails. By a recent statute (37) the law respecting public health has been amended and consolidated, and among the important subjects included in the new law are provisions relating to drinking-water (no aqueduct or intake for which can be established without the approval of the board), and the inspection of food and drink, regulations respecting contagious diseases, the enactment of by-laws for the maintenance of health in industrial establishments, vaccination, vital statistics, and prosecution for infractions of the law.

The appointees to the board of health are men of repute and activity, but it is clear from the reports included in the sessional papers printed by the legislature that a stricter enforcement of the law which requires local municipalities to report to the central authorities is necessary for complete efficiency. For example, the recorder of statistics remarks in one place: "So many municipalities have neglected to send in a report of births and deaths that we hesitate to place before our readers a comparative table of marriage rates of other countries and of the province of Quebec. We do so, however, to awaken, if possible, the apathy of those who are the immediate cause of the defect in our statistics."

Education.

The system of separate schools for Roman Catholics and Protestants prevails in the province. In any school municipality any number of ratepayers professing a religious belief different from that of the majority may form a separate corporation for school purposes under the administration of trustees. Educational affairs are under the supervision of a Council of Public Instruction, consisting of members appointed by the provincial Government. The council is divided into two committees, one composed of Roman Catholic, the other of Protestant members. Each of these committees appoints its chairman and secretary, and makes regulations for the organization, administration and discipline of its section of the public schools, including the division of the province into districts for inspection, the regulating of normal schools, text books, boards of examiners, and like matters. The nominal head of the department of public instruction is the Superin-

tendent of Education, who is *ex officio* a member of the council, and whose duty it is to distribute according to law the legislative grants for educational institutions. He is also the statistician and intermediary between educational bodies and the legislature. For educational purposes the province is divided into school municipalities under the control of school commissioners; and these municipalities are again subdivided into school districts, no one of which must exceed five miles in length and breadth. The Education Act (62 Vic. cap. 28) provides machinery for the annual election of commissioners or trustees, the collection of taxes, appointment of school inspectors, examination of teachers, the application of the public school fund, the establishment of normal schools and pensions for teachers.

From the report of the Superintendent of Public Instruction dated 12th February, 1903, it appears that there are 6,078 schools in the province, with an attendance of 333,431 (38). Of these, 5,298 are elementary schools, 568 model schools, and 166 academies. There are four universities; eight schools of art and design; five normal schools with six schools annexed to them; four schools for the deaf, dumb, and blind; and nineteen Catholic classical colleges. The same source places the aggregate governmental contributions to schools at \$236,867, of which public schools received \$160,393, superior education \$55,646, and the poor municipalities \$20,827 (39). In the larger towns and cities educational facilities are fairly ample, although the rapid increase of population in Montreal is sorely taxing the accommodation provided; but the condition of the rural schools leaves much to be desired. Some conception of these may be derived from the fact that the average salary of teachers in Roman Catholic elementary schools is \$110, and in Protestant elementary schools \$151 (40).

Justice.

The Cities and Towns Act, 1903, provides for the organization of courts of record styled Recorder's Courts (41),
i
Lieutenant-Governor in Council upon nomination by the town council. The recorder must be an advocate of at least five years' standing, and his salary, rarely exceeding \$500, is paid by the council. In Montreal, however, there are two recorders, appointed by the Lieutenant-Governor in Council, and removable only upon joint address of the two Houses of the legislature. Their emoluments *per annum* are \$4,000 each, with additional fees as license and expropriation commissioners. They have all the powers of judges of the sessions of the peace, in addition to special jurisdiction for the trial of suits under the city's by-laws, appeals from assessments, revision of voter's lists for civic elections, and concurrent jurisdiction with the circuit court in suits between lessors and lessees. The Lieutenant-Governor in Council also appoints stipendiary magistrates, called Judges of the Sessions of the Peace, for the cities of Quebec and Montreal, and District Magistrates, with the powers of two justices of the peace, for petty criminal jurisdiction in the various judicial districts of the province as required by public exigencies. The nomination of justices of the peace is largely complimentary.

(To be Concluded.)

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La Municipalisation.

Voici le texte d'une importante résolution adoptée par le Conseil des Métiers et du Travail de Montréal le 25 avril courant, et qui a été communiquée au conseil de ville, hier après-midi:

Montréal, 25 avril, 1905.

"A Son Honneur le maire et à MM. les échevins de la cité de Montréal.

Messieurs,

A la dernière assemblée du Conseil des Métiers et du Travail de Montréal, il a été résolu.

10. Que le Conseil des Métiers et du Travail de Montréal demande au Conseil de ville de faire prendre un vote référendum à tous les contribuables sur l'opportunité pour la cité de prendre elle-même le contrôle des utilités publiques, telles que la municipalisation des tramways, l'éclairage, etc.

20. Que la pompe pour le service de l'aqueduc soit manufacturée à Montréal, et, à tout événement, que le contrat pour faire fonctionner cette pompe, ne soit pas donné à la Montreal Light Heat and Power Co.;

30. Que le Conseil de ville de Montréal impose une taxe sur les lots vacants réservés pour des buts de spéculation par les agents d'immeubles, de façon à forcer la vente de ces lots pour y faire bâtir des logements, et faire cesser les prix exorbitants pour la location des dites habitations.

Humblement soumis, le Conseil des Métiers et du Travail de Montréal.

(Signé)

J. C. E. TARDIF,
Secrétaire."

Maire Dunne, de Chicago.

M. E. F. Dunne, le nouveau maire de Chicago, à une nombreuse assemblée à New York, sous les auspices de la Ligue "Municipal Ownership League," dit:

"Lundi prochain, a-t-il dit, Chicago entreprendra la mission de déloger le capital privé du contrôle de ses tramways. La ville a déjà réussi avec son système d'aqueduc, en payant la somme de \$38,000,000, et c'est grâce à cette opération que les citoyens de Chicago paient aujourd'hui leur eau meilleur marché que ceux d'aucune ville du monde. Avec le nouveau système, Chicago accuse un surplus de près de \$1,000,000.

"La ville a administré son système d'éclairage, de telle façon que nous payons aujourd'hui \$54 par année pour chaque lumière à arc, au lieu de \$125, comme autrefois.

"Chicago contrôle maintenant ses départements de l'éclairage, de l'aqueduc, de la police, du feu et de l'éducation, et il n'y a pas de scandale, pas de corruption; et le public est mieux servi, à meilleur marché.

"La lutte est commencée depuis dix ans à Chicago. Non contents de vingt années de franchises municipales, obtenues par la corruption la plus éhontée, les capitalistes privés, qui étaient pratiquement maîtres de nos rues, demandèrent à nos législateurs une extension de franchises de cinquante ans. Mais le peuple de Chicago se révolta, et, avant que l'ordonnance fut votée, il envoya en Chambre des législateurs qui rappelèrent cette loi infâme."

Son discours a été fort applaudi.

Le Gaz aux Etas-Unis.

Le comité législatif qui s'occupe de la question de l'éclairage de la ville de New-York s'est occupé hier pour le première fois de la question du coût actuel de la production. M. J. A. Sanborn, teneur de livres au service de la "New York Mutual Gas Light Co.," a déclaré, dans son témoignage, que la compagnie qu'il représente avait fourni du gaz d'éclairage à la "Consolidated Gas Co.," en vertu d'un contrat par lequel cette dernière devait payer le coût entier de la production et allouer à la "Mutuelle" un profit de 10 pour cent.

Il avait été prouvé, à une enquête précédente, que la "Mutuelle" avait fourni le gaz à la Consolidated Co. au prix de quarante cents par mille pieds tubes. En déduisant les dix pour cent de profit, le coût de production ne reviendrait qu'à 36½ cents par mille pieds cubes. La "Mutuelle" n'a vendu qu'environ 750,000 pieds cubes à la "Consolidated." Les autres compagnies qui ont fourni de plus grande quantité ont reçu de 28 à 32 cents par mille pieds cubes.

Il a été démontré au cours du témoignage de M. Geo. N. Doane, vice-président et gérant-général de la "Amsterdam Co.," que tout en ayant un capital autorisé de \$42,217,423, la valeur réelle n'était que de \$8,196,000. La balance ne représente que le "Good Will" de la compagnie.

M. J. Doane, l'un des principaux directeurs de la compagnie du gaz de cette ville, déclare que l'an dernier, le coût de fabrication du gaz était de 32.5

cents. Environ la moitié de la production des usines a été vendue à la "Consolidated Gas Co." à 32.88 cents par mille pieds cubes; la balance a été distribuée aux consommateurs à \$1 par mille pieds cubes.—La Presse.

La Taxe des Chemins de Fer.

Le rapport de la Commission nommée par le gouvernement Ross pour étudier la question d'un impôt sur les chemins de fer, a été transmise à la législature de Toronto, la semaine dernière. Ce rapport recommande une taxe de 3 pour cent, sur les recettes brutes. La taxe actuelle dans Ontario est de \$30 le mille, pour les chemins de fer de 150 milles de longueur ou plus, et de \$15 le mille pour les lignes plus courtes. Il faudrait nommer un bureau permanent avec secrétaire, etc., pour recueillir la statistique, et on devrait aussi taxer les compagnies d'express, ainsi que les compagnies de wagons-dortoirs suivant leurs recettes brutes.—Le Canada.

Chemin de Fer Electrique.

Un projet de loi d'une importance considérable pour le développement de notre province vient d'être soumis à la Législature. Il s'agit de construire un chemin de fer électrique au bord du fleuve à partir du terminus de la voie ferrée actuelle à Saint-Joachim, passant par la Baie Saint-Paul, Saint Irénée, Murray-Baie et les autres localités du littoral de Charlevoix et du Saguenay jusqu'à Tadousac, avec pouvoir d'établir des embranchements vers l'intérieur, partout où l'industrie le requerrera.

L'Expropriation de la Cote Saint-Lambert.

Le rôle pour l'expropriation de la côte St. Lambert, est maintenant entre les mains du trésorier de la cité. La moitié du coût de cette amélioration, soit: \$80,999 est payable par les propriétaires du district compris entre les rues McGill, Ste Catherine, St. Hubert et le bord de l'eau, au nombre de 1,600.

L'Eau de Hull, Que.

M. A. McGill, analyste du département du Revenu, a fait un rapport de l'analyse de l'eau de l'aqueduc de Hull, Que. Ce rapport établit que l'eau de Hull, prise dans la rivière Ottawa, est potable, qu'elle est normale et aucunement mêlée à des matières étrangères que peuvent en diminuer la qualité.

La Société Américaine d'Améliorations Municipales.

Une lettre reçue par le conseil du Board of Trade Montreal, de la société Américaine d'Améliorations Municipales.

Cette société tiendra son douzième congrès à Montréal les 5, 6 et 7 septembre prochain. Il y aura environ 200 délégués présents. Le conseil offre aux délégués l'usage du hall et la cordiale hospitalité du Board of Trade.

Le Gaz.

Un comité spécial de la législature de l'Etat de New-York fait en ce moment une enquête sur l'administration des compagnies du gaz et sur leurs tarifs en usage.

Un professeur de l'Université Columbia, Wm. Hallock, a démontré, à l'une des dernières séances du comité, comment le public de New-York se fait exploiter. Il a découvert, à la suite d'expériences nombreuses, que plus la lumière est mauvaise, plus les comptes sont élevés. En deux mots, voici son témoignage:

"J'ai constaté, à maintes reprises, que la "force de chandelle" varie de 18 à 21, avec une moyenne de 19. La loi exige une force de 20 chandelles. La pression est 2.6 à 3.9 pouces.

"J'ai remarqué que lorsque la qualité du gaz augmente la pression diminue, et que dès que la qualité diminue, la pression augmente."

On lui a posé la question suivante:

"Quel effet pour le consommateur ont cette augmentation de pression et cette diminution de qualité?"

"Le consommateur brûle plus de gaz, pour obtenir l'éclairage voulu, et paie des comptes plus élevés. Un pied cube de gaz produit une certaine quantité d'éclairage. Si la qualité du gaz est excellente, la lumière produite est bonne, si la qualité est inférieure, le pied cube de gaz produit une moindre quantité d'éclairage. Mais si vous refoulez dans les tuyaux, par une forte pression, un gaz de qualité inférieure, on pourra encore maintenir la force d'éclairage.

"Si un consommateur paie \$1 par mille pour du gaz de 22 chandelles et si on ne lui fournit que du gaz de 16.5 chandelles, suppléant à la force de 22 chandelles qui fait défaut par une pression supplémentaire dans les tuyaux, il aura à payer \$3 sans obtenir son entière quantité de lumière."

"Si cette qualité fournie est de 19 chandelles, qu'aura-t-il à payer?"

"Il aura à payer quelque chose entre \$1.75 et \$2.00 par mille pieds cubes, parce qu'il faut plus de gaz de qualité inférieure pour produire la même quantité de lumière. Le tarif des compagnies n'est pas changé mais le consommateur a à payer de \$1.75 à \$2.00 par la quantité de gaz de 19 chandelles brûlé pour produire la même force d'éclairage qu'il aurait obtenue pour la valeur d'un dollar de gaz de 22 chandelles.—Exchange.

Sa Grandeur Mgr Bruchési, plusieurs membres en vue du clergé protestant, l'hon. juge Taschereau, le recorder Poirier, le recorder Weir, l'échevin Saint-Denis, président de la commission de police, étaient au nombre de ceux qui se sont réunis chez le maire Laporte, pour discuter le rapport du juge Taschereau, quant aux moyens de combattre les ravages du vice et de l'ivrognerie, à Montréal.

Les travaux d'amélioration et de reconstruction pour une grande partie du palais de justice de Ste Scholastique, Que., ont commencé cet été.

La Question du Gaz.

A Montréal, dit M. Rodolphe Forget, on emploie le charbon des Provinces Maritimes qui ne donne que 7,500 pieds de gaz par tonne.

Tandis que, à Toronto, le charbon américain employé donne 11,000 pieds de gaz.

Calculons un peu: si le charbon américain donne 11,000 pieds de gaz, il produit, à 80c. les 1,000 pieds, \$8.80 de gaz par tonne.

Si le charbon des Provinces Maritimes ne donne que 7,500 pieds de gaz par tonne, à \$1.20, cela fait \$9.00 de gaz par tonne.

La compagnie de Gaz de Toronto ferait, par conséquent, 20c. de moins par tonne de charbon sur sa fourniture de gaz.

Mais des indiscrets demanderont si à Montréal, on ne pourrait pas se servir aussi de charbon américain?

La différence de fret entre Montréal et Toronto, à partir des mines des Etats-Unis, ne peut être bien considérable. Mettons-la à 50c. par tonne.

Ajoutons 50c. pour le droit de douane et disons que la Montréal Light, Heat and Power aurait à payer le charbon américain \$1 de plus par tonne que le charbon des Provinces Maritimes, puis faisons un autre petit calcul.

Le charbon américain donnant 3,500 pieds de gaz de plus par tonne, cela représente \$4.20 de recettes de plus pour la compagnie.

Déduisons l'augmentation du prix du charbon et nous avons un bénéfice de \$3.50 par tonne de charbon.

A qui fera-t-on croire que la Montreal Light, Heat & Power laisse volontairement échapper l'occasion d'augmenter ses bénéfices de \$3.20 par tonne de charbon—ce qui représenterait pour une consommation de 300,000 tonnes, la jolie somme très rondelette de \$960,000?

Ou bien M. Forget se moque du public, ou bien la direction de la Montreal Light, Heat & Power se moque de ses actionnaires; et nous penchons plutôt pour la première proposition.—Le Canada.

Le Gaz à Quebec.

Notre position pourrait être meilleure, mais, enfin de compte, nous n'avons rien à envier à la bonne ville de Québec. Qu'on en juge!

On fait payer actuellement aux citoyens de Québec, \$1.75 par mille pieds.

La compagnie jouit d'une franchise perpétuelle qui lui donne le privilège de charger le prix qui lui convient.

Nous empruntons les détails qui suivent à un journal de la vieille Capitale:

Il y a quelques années, la compagnie actuelle refusa d'entrer en négociations pour la vente de sa propriété, quoiqu'on syndicat, composé de certains financiers bien connus, fût disposé à lui offrir un prix aussi élevé que \$130 à \$150 par action, pour le matériel d'exploitation et usines, et à garantir aux citoyens de Québec, de leur fournir du gaz pour \$1.00 ou \$1.10 par mille pieds.

Des milliers de québécois sont privés du privilège de se servir du gaz, soit pour l'usage de la cuisine ou pour l'éclairage, par le fait que la compagnie refuse de poser des tuyaux, à moins que tous les résidents où la majorité d'entre eux ne s'engagent, par leurs signatures, à devenir les clients de la compagnie.

La franchise originale de la compagnie du gaz de Québec n'était que pour vingt ans, mais, durant les derniers trente ans, la compagnie a obtenu une franchise perpétuelle. In n'y a pas actuellement dans aucune ville sur le continent un cas semblable de concession de franchise. La Patrie.

Le Monopole Bell.

Devant le comité spécial des téléphones, mardi, le gérant général du Pacifique Canadien, M. McNicoll, a déclaré que sa compagnie et la compagnie de téléphone Bell avaient un arrangement spécial entre elles.

Le chemin de fer accorde la circulation gratuite sur sa ligne à la compagnie de téléphone, pour son personnel et son matériel et le monopole de ses stations.

La compagnie Bell donne au chemin de fer l'usage gratuit de ses instruments et de ses lignes.

M. McNicoll a affirmé que à son jugement, cet arrangement était plus favorable au Pacifique qu'à la compagnie

Bell. Mais le côté monopole de la question n'est pas entré en ligne de compte dans ce calcul.

Il y a actuellement, devant la commission des chemins de fer, plusieurs appels du public contre le refus du chemin de fer de laisser poser les instruments d'une autre compagnie dans ses stations. On prétend que le monopole exclusif accordé à la compagnie Bell constitue une violation de la loi des chemins de fer.—Le Canada.

Constructive Wisdom.

Sir William Mulock's proposal to have the Government take over the control of the long-distance telephone lines has been attacked by many Dominion papers, with an array of statistical evidence which appears to be sufficient to kill any consideration of the measure. Reviewing the financial status of the Canadian Government telegraph system, these analytical editors find that in 1897 this department cost the Government \$44,000. Since that year the Government has spent something like \$1,200,000 in extensions, with an operating loss of \$180,000. In view of these alarming figures the pessimistic satisfaction must remember that a great deal of the Government telegraph mileage is located in sparsely settled territory. Consider also the railway expansion of North America. Every long-distance railroad that has been constructed on the continent has been operated for a decade or more at such a loss on the money invested than Government subsidies were demanded. Without these roads the country would have remained undeveloped. With them came the development that forced the stock above par. Had the Governments of the United States and Canada built these railroads, and operated them at their great initial loss, the treasuries at Ottawa and Washington would have been fat with surplus to-day. The railroad, the telegraph, and the telephone are among the world's greatest civilizing agents. Canada cannot invest her money in any better way than to invite settlement in her fertile and hospitable open territories.—Collier's Weekly.

Gifts of Enormous Value.

Two New York city corporations are now eager to expend \$150,000,000 in the construction of subways, which, at the expiration of fifty years, will revert to the city. To put the point in another way it can be said that these companies are prepared to pay, exclusive of interest and taxes, \$3,000,000 yearly franchises to operate the subways for fifty years.

With this illuminating fact before them, people may acquire some idea of the value of franchises that their servants have given away. The surface railway franchises in New York and other cities were virtually gifts. The cost of constructing these railways is only a fraction of the expense of making subways, and the return upon the amounts actually invested is many times as great. Besides, these street railway franchises are nearly all perpetual, and there is no provision made for their reversion to the public. Likely as not the assertion will be made that some of the New York surface railways have, on account of the opening of the subway, ceased for the time being to be very profitable, as formerly. This is due to the fact that the obligations of these roads have been enormously inflated. If they had to earn only profits on the actual cost of construction and operation they would even now net 20 to 50 per cent. dividends.

These street railroad franchises are perpetual or for very long periods, and the public is never to get anything from them. The fact that the additional proposed subways for New York will carry passengers from the Bronx to Brooklyn for a nickel, while the present fare is three times that, and the other fact that the city will net \$3,000,000 a year in property, prove the enormous value of franchises that have been given away, and demonstrates that the public is beginning to appreciate that value and to demand that all the concessions shall not be on one side.—Exchange.

The Press on the Telephone Question.

Although it might be difficult to secure an expression of opinion from every newspaper man in Canada on the Telephone Question, yet a resolution adopted at the 47th annual meeting of the Canadian Press Association in February and which appears in the printed report which has just been issued, gives a very good clue to the general ideas of what the leading journalists in the Dominion think about it.

In the Presidential address, Mr. John A. Cooper, Editor of the Canadian Magazine, said:

"I think the time has come when we should take some action in regard to the necessity for lines. Mr. Smith, the secretary of the Post Office Department, has been investigating the matter. I think Sir William Mulock himself is favorable to the nationalization of the telegraph and telephone systems. It is a question of great importance to this country, that as we get larger, we should not be at the mercy of the large telegraph and telephone companies. Manitoba is moving along these lines, and the Press Association could bring a good deal of credit to itself by leading in this matter. Our telegraph rates are much higher than those in Australia and Great Britain. Telephones are coming more into general use, and if we allow the Bell Telephone Company to extend its present monopoly, the country will ultimately be in a position that will not be at all favorable from an economic standpoint."

The matter was referred to a Committee, who drafted the following resolution, which was carried unanimously:

"This Association, in re-affirming its previous declaration in favour of the nationalization of the telegraph and telephone systems of Canada, believes that the practical efficiency of the Post Office administration under Sir William Mulock is a good augury of business-like control of telegraphs and telephones by the State, and would strongly approve a special inquiry being made by the Dominion Government into the telegraph service in Great Britain and Australia, with a view to its ultimate adoption in Canada.

(This follows the U.C.M. at the last annual meeting.—Ed).

The Danger of Monopolies.

"We are paying three times more than in Toronto, where electricity produced by steam costs as much as at Montreal, where there are close by such water powers as Chambly, Lachine, and Shawinigan.

"The Central Electric Co. organised by the Carsley Co. to escape the exactions of the Trust, furnishes Light and Power at less than one half price.

"The M. L. H. & P. Co. offered to supply power to the city for pumping at \$20.00 per h.p., while the consumers are paying from \$90.00 to \$125.00 per h.p."—Le Canada.

British Municipal Street Railways

The returns of the British Board of Trade just published show that out of 1,840 miles of tramways and light railways in the United Kingdom, no less than 1,147 miles are owned by municipalities. This 1,147 miles has cost the municipalities \$136,541, but last year \$1,007,789 of profits were turned over to reduce the taxes, while the average fare has been reduced from 3.68 cents in 1879 to 2.2 cents, and the number of passengers has been doubled.

Civic Notes.

BRANDON, Man., has now a population of 8,529, an increase of 1,523 since last year. The assessment is \$4,134,820, against \$2,657,123 last year.

The railway bridge at FREDERICTON, N. B., has been taken over from the Bridge Co., by the Government. The Co. is asking for \$50,000, which they have spent on it.

Navigation opened at MONTREAL on the 20th April for the river steamers.

LONDON, Ont., will have an Old Boys' Reunion in August.

MONTREAL, as well as Toronto, will have a pneumatic tube system for the Post Office use.

QUEBEC is afraid of another fall of rock from the Citadel, where a fatal slide took place in 1889.

ST. JOHN. N. B., has secured the assistance of the Montreal Shipping Federation towards improving the Port.

OXFORD, N. S., was thrown into darkness by the burning of the American Furniture Co. factory, in which the town plant was.

GRIMSBY, Ont., has had legalized a by-law passed twelve months ago for issuing \$34,000 of debentures for waterworks.

ORILLIA, Ont., has voted a bonus of \$30,000 to the James Bay Ry., with rights of way, to secure the main line running through; they will not be exempt from taxation.

WINDSOR, Ont., will vote on a by-law to borrow \$30,000 for re-building the electric light plant.

BRANDON, Man., will have a Y. M. C. A., that will cost \$72,000.

The TORONTO firemen held a caucus and have asked for higher wages.

ST. CATHARINES, Ont., is to be the site of a new power plant, utilizing the Welland River to develop 200,000 h. p.

WINNIPEG is to have a 3,000 barrel flour mill, to be built by the Northern Elevator Co.

ORILLIA, Ont., has asked for power to borrow up to \$700,000 to continue its municipal works. Last year the profit from light and power was \$7,000.

TORONTO had only six lots offered for sale for the non-payment of taxes.

Escott and Yonge Townships, Leeds Co., are to be separated for municipal purposes.

NAPANEE, Ont., wants to spend \$40,000 for an electric light plant, as a result of several years' trouble in decrepit light and gas companies. The town has been declared exempt from the Conmee Act.

"The solid basis of TORONTO'S commerce is proved by the fact that already it has recovered from the twelve million dollar fire of a year ago."

The Trader's Bank will erect a fifteen story building in TORONTO.

BROCKVILLE, Ont., has sold \$39,202 of debentures through Mess. H. O'Hara & Co. Toronto; \$30,000 is for a loan to the Canada Carriage Co.

FORT ERIE and BRIDGEBURY, Ont., will unite to form one municipality.

TORONTO will have an iron works on Ashbridge's Bay.

LITTLE CURRENT, Ont. has issued a circular

putting forward the needs for permanent communication with Manitoulin Island.

TORONTO has decided in a tax rate of 19 mills; this will leave a deficit equal to about one mill.

REGINA, N. W. T., has carried a by-law for \$160,000 for electric light, sewage and waterworks.

At QUEBEC, part of the wall of the Louise Basin has given way; the builders were Moore and Wright, Portland, Me.

The MONTREAL Board of Trade has offered the use of its rooms for the meetings of the American Society of Municipal Improvements, in September.

HULL, Que., has had its water supply tested by Mr. A. McGill, Government Analyst, who reports that it is all right.

CLINTON, Ont., has passed a by-law loaning \$6,000 for 20 years to the Clinton Knitting Co.

TORONTO will have a new office building in place of the well known planing mill on Bay St.

SOUTHAMPTON, Ont., has got permission to borrow \$49,427 to consolidate the municipal debts.

FORT WILLIAM, Ont., will borrow \$41,000 for improvements.

HARLEYBOROUGH, Ont., will have a wooden-ware factory to cost \$100,000.

GRAVENHURST, Ont., will borrow \$51,000 for floating debts.

WINNIPEG, will have a branch of Gourley, Winter and Leeming, the firm having purchased the old MacDonald residence.

OWENSOUND, Ont., will have increased fire protection.

SARNIA, Ont., expects to secure the Canadian works of the U. S. Steel Corporation; they will cost ten million dollars.

EDMONTON, Alb., will celebrate the forming of the new Province of 1st July.

TORONTO'S civic receipts last year were \$10,017,395, including a balance of \$658,078 from the previous year. The past year's expenses left a balance of \$337,250.

LONDON and WINDSOR, Ont., are to be connected by an electric railway which will have no level crossing and run at high speed.

The QUEBEC Board of Trade is asking that Quebec be made a free port.

"OTTAWA is to have a new hotel and not before it is needed." (Star, Montreal).

MEDICINE HAT, N.W.T., is trying to interest the C. P. Ry., in using the natural gas for smelting purposes.

HALIFAX, N.S., has secured the Dominion Exhibition for 1906, which carries a Federal grant of \$50,000.

SYDNEY, N.S., denies any liability to pay for the troops sent down at the strike last June.

AMHERST, N.S., had no hotels for a few days, the hotelkeepers having closed up as a protest against the enforcement of the Canada Temperance Act. Both are being re-opened under different management.

SHERBOOKE, Que., will not lose the Jenckes machine Co., as has been reported.

MONCTON, N.B., will have new shops for the I. C. Ry., to cost several hundred of thousands.

QUEBEC, is planning a fete in 1908 to celebrate

the 300th anniversary of the founding of the city by Champlain, and wants the Dominion Exhibition.

At FORT WILLIAM, Ont., on Dominion Day, the first sod of the G. T. P. Ry., will be turned.

MEDICINE HAT, N.W.T., has carried a by-law including \$20,000 for a civic building; \$10,000 for waterworks; and \$12,500 to develop gas wells.

KINGSTON, Ont., may take over the Street Ry. It hopes to secure the G. T. Ry., shops, now at Belleville and Brockville, and has offered the old exhibition grounds to the Company.

ST. JOHN, N.B., will spend \$30,000 on new wharves and repay \$50,000 to the C. P. Ry., for money advanced for building wharves, so as to have free wharves.

PORT ARTHUR and FORT WILLIAM, Ont., have secured the consent of all parties that the Railway Commission shall decide on their appeal to put the municipal 'phones in the railway stations.

The assessment for VANCOUVER, B.C., is \$29,229,970, an increase of \$4,541,115.

FERNIE, B.C., has an assessment of \$543,650.

The City of MEXICO has a history of 350 years. In that time it has never repudiated a debt nor has its financial integrity been tarnished. All virtue is not in our dear land.

VALLEYFIELD, Que., has now a direct service to Montreal by the Grand Trunk, as well as by the N. Y. C. Ry.

MAISONNEUVE, Que., is asking the Government for a new Post Office.

FORT WILLIAM, Ont., has voted a bonus of \$300,000 to the G. T. P., by a vote of 777 to 55.

PETERBOROUGH, Ont., has rejected a by-law for \$25,000 for a new fire hall and additional equipment.

WINGHAM, Ont., is having a new Post Office, which will cost \$628,000.

OWEN SOUND, Ont., has now a population of over 10,000, and the assessment has increased a million over that of last year.

TORONTO now receives 12 per cent. of the Street Railway receipts, instead of 10 per cent. the total receipts having got above \$2,000,000.

BRANTFORD, Ont., has secured the Canadian branch of the American Radiator Co., which has purchased the factory of the Cockshutt Plow Co.

MONTREAL, will have an income of \$3,554,429 this year.

NORTH SYDNEY, N.S., will ask for aid in building a cold storage plant for bait.

MONTREAL is to have an Exhibition next year, and St. Helen's Island is being talked of as the site.

MONTREAL is offered electric power for pumping by the M. L. H. & P. Co., at \$20 per h.p., for 20 hours and \$35 for 24 hours.

ST. JOHN, N.B., is asking the Government to dredge the harbor for a 600 ft. wharf, the City being willing to pay for building the wharf.

NORTH SYDNEY Board of Trade has passed a resolution in favor of a tunnel to P. E. Island

Articles in Current Magazines.

FINANCIAL ASPECTS of Municipal Undertakings which extend beyond the MUNICIPAL BOUNDARIES, by S. H. Turner in the Economic Journal.

THE TOWN HOUSING PROBLEM by Lettice Fisher, in the Economic Journal.

HOW NEW YORK CITY BUILT ITS NEW UNDERGROUND RAILROADS, (illustrated,) by R. S. Baker, in McClure's.

NEW YORK, THE COLOSSAL CITY, (illustrated,) by Edgar Salhis, in Munseys.

AN INDICTMENT OF THE MODERN CITY, by C. W. Sabreey, in the Worlds' Work and Play.

The American Review of Reviews contains the following:

CHICAGO'S VOTE for MUNICIPAL OWNERSHIP, by an Impartial Observer.

HARRISBURG'S CIVIC AWAKENING, J. Horace McFarland.

THE GROUPING of PUBLIC BUILDINGS in CLEVELAND, by Edwin Childs Baxter.

FARMING VACANT CITY LOTS, by Allan Sutherland; besides short editorials on municipal subjects.

THE MUNICIPAL PURCHASE of PUBLIC UTILITIES, by Wolstan R. Brown, in the Arena.

IN POORMAN'S ENGLAND, by William H. Allan, in the Chataquan; which also contains a very good, explanatory article on the recent mayoralty election in Chicago, and news of the work of the Chicago branch of the Woman's Outdoor Dept., of the Am. Civic Assn.

STREET RAILWAY TRACK CONSTRUCTION, in Municipal Engineering.

WINDOW GARDENING, by Herbert D. Hemenway, is an illustrated pamphlet issued by the Am. Civic Assn., and "contains an account of the movement instituted by The City Parks Assn. of Philadelphia for the improvement of the appearance of streets by means of the decoration of neighboring houses by window-boxes."

THE BUILDING OF A CITY, in the Municipal Journal and Engineer, N. Y., is the first half of an illustrated article describing how the city of Cohoes, N. Y., has proceeded under a "Public Improvement Commission" in making somewhat of an ideal city.

CITY MADE CHARTERS, by Milo Roy Maltbie, Ph.D., appeared first in the Yale Review, and is reproduced in the Municipal Journal and Engineer.

KIND WORDS.

"The Canadian Municipal Journal is edited more for the lay reader than the technical official and is sure to develop and further the interests of Canadian Municipalities. The Municipal Journal gives it a hearty welcome and wishes for it a long, useful and prosperous life."—Municipal Journal and Engineer, New York.

Legal.

Judge Winchester has fined the Toronto Street Ry. Co., \$2,500, for not having fenders in front of the cars. A fatal accident occurred at a point where the cars back up for about 1200 yards. The Co. was brought up for maintaining a nuisance and endangering life. The Court held that a fender must be provided in front, which ever way the car was going. The judgment has been sustained by the Court of Appeal.

Judge Curran (ex-Ald. L. Ouimet vs. S. Durand) decided that even a candidate in a municipal election must not be accused of things which are not true.

The County Council of Chateauguay is protesting against the proposal that the justice of the district of Beauharnois shall be administered from Montreal.

Mr. Justice Mathieu has confirmed a confession of judgment in an injunction taken out by the Town of Ste. Cunégonde by Messrs. F. X. St. Charles et al., to prevent the Town granting a license to A. Brazeau. This annuls the license which had been granted.

D. O'Brien and Elizabeth J. Greenhead have taken actions against the City of Toronto for \$2,000 damages received from defective sidewalks.

The proprietor of the Victoria Hotel, Sault Ste. Marie, Ont., has been fined \$1.00 and costs for refusing accomodation to travellers. The man whom he would not receive was Mr. Cetewayo, nephew of the late Zulu King.

Mr. Justice Lavergne (de Lery MacDonald vs. Cherrier) has decided that the mayor is compelled to sign the minutes of a Council meeting amending the municipal lists.

M. J. St-Pierre, d'Acton, avait poursuivi St-Hyacinthe, Que., pour la forcer à lui remettre la somme de cinquante piastres qu'elle lui avait fait payer, comme taxe de colporteur, quand déjà, il payait des taxes municipales. Il vient d'avoir gain de cause, devant la Cour de Circuit.

M. L. Ménard, qui poursuivait la Corporation de St-Paul d'Abbottford, Que., pour le coût de certains travaux qu'il prétend avoir faits pour elle, au montant de \$9.50, vient d'être débouté de son action. L'hon. juge Curran a rendu jugement dans la cause de F. X. St-Charles et al., contre la cité de Sainte-Cunégonde et G. P. Fabien et al., mis en cause, annulant la résolution passée par le conseil de Sainte-Cunégonde le 1er février dernier.

Les demandeurs sont les créanciers de M. David P. Tremblay, ci-devant hôtelier à Saint-Cunégonde; M. Tremblay a vendu un hôtel à M. Israel Daoust, pour \$5,200 dont \$500 payable comptant avec promesse par M. Tremblay de faire le transport de licence. Le 1er février, le conseil de Sainte-Cunégonde, de 1er février dernier, a passé une résolution accordant la licence à M. F. X. Brazeau.

Les demandeurs, alléguant que lors de la passation du règlement, le conseil n'avait pas quorum, et par la loi des licences, M. Daoust avait droit à cette licence, ont attaqué cette résolution. La ville de Sainte-Cunégonde a confessé jugement et la cour prononce en conséquence.

L'hon. juge Champagne a rendu jugement, en faveur de C. Gratton, conseiller municipal de St. Martin (Allard vs. Gratton). Il a été prouvé que Gratton s'est démis de ses fonctions comme crieur public et a renoncée à son salaire.

Acetylene Gas.

G. G. Pond, Ph.D., Pennsylvania State College.

(Concluded).

Acetylene in a gaseous form, at ordinary pressure, is not explosive in any sense, except as referred to above, when mixtures with air become ignited. So important is the correct understanding of the exact facts in this matter that, even at the expense of some repetition, it should be clearly understood that Acetylene gas, not compressed, cannot be exploded, detonated, or otherwise set off in any manner whatever that could warrant its being called explosive. A lighted candle plunged into it will be extinguished, setting fire to it, of course, when it comes in contact with air, for air is necessary for its combustion; but no combustion or explosion can take place in the midst of a body of the gas. Even a fulminate cap exploded in the gas will not propagate a wave of explosion to any perceptible extent whatever, nor will an electric spark in an atmosphere of the gas cause any injurious or dangerous result whatever, except such as would result from lighting any other gas in the same manner.

It has been supposed that the copper compound might be formed by the action of the gas on copper or brass containers, pipes, parts of apparatus, fixtures, etc. But careful investigations, during which Acetylene gas has been allowed long contact with brass and copper, under more varied and trying conditions than would be likely to exist in practice, have been repeatedly and laboriously carried out, and the idea that such conditions can result in the accidental formation of dangerous substances has been entirely set aside as disproved.

But Acetylene is condemned in advance, said to be poisonous, when it is not so, while we go on complacently using a city gas which exceeds Acetylene in poisonous character almost as much as arsenic exceeds salt. City gas supplies in America run as high as twenty per cent. of carbonic oxide.

In one of Gréhan's experiments upon dogs, a mixture of twenty per cent. of Acetylene with air inhaled for twenty-five minutes did not seem to trouble the animal. A dog breathing a similar mixture of illuminating gas containing only one per cent. carbon monoxide, quickly showed convulsive movements, and died after ten minutes.

Everything considered, though prejudiced against it at the outset, and absolutely and purely disinterested at present, after much careful study and feeling the responsibility of being called upon to furnish an unbiassed opinion in this matter, the writer believes that the use of Acetylene gas for the illumination of rural homes, provided it is generated from good carbide, in a first-class apparatus, and all reasonable regulations followed, is no more fraught with danger at the present day than any available method of illumination by gas, or electricity, and less so than the usual employment of petroleum.

As an illuminant, Acetylene surpasses in lighting power and economy all other illuminants known; when burned at the rate of five cubic feet per hour it produces light equal to two hundred and fifty candles, whereas, the best illuminating gas made from coal or water gas, rarely exceed twenty-two candles for each five feet

burned per hour. 'Your Philadelphia city gas is rated at from nineteen to twenty candles. Acetylene gas will, therefore, produce twelve and a half times more light if the same quantity be consumed, or one thousand cubic feet of Acetylene gas will give you the equivalent in lighting power of twelve thousand five hundred cubic feet of your city gas; it has, therefore, twelve and a half times the value.' These were the words of Wilson and Suckert, quoted from their paper before the Franklin Institute, March 17, 1895, and, though that was one of the earliest recorded statements from persons who can be regarded as authoritative, later research has not had occasion to greatly modify their figure.

Controlled by a suitable burner, the flame of Acetylene is absolutely white and of intense brilliancy. In quality, it is the nearest approach to daylight that we know. Its spectrum closely resembles that of sunlight, and consequently all colors appear the same as by daylight, instead of being distorted as by gas light, candle, oil, or electric light. This property renders it very desirable for ordinary domestic purposes, and also adapts it admirably to photographic and similar uses.

Acetylene, in producing the same candle power, impoverishes the air one-fourth as much, and pollutes it also one-fourth as much as illuminating gas. The calculation of Professor Lewes and other authorities are still more favorable than are these figures.

Acetylene machines have presented to amateur inventors an attractive field, both because of the obvious usefulness of these generators, and because of the readiness with which new ideas in feeding carbide and water, one to the other, can be devised. Thousands of people from all walks of life have planned new forms; among them are butchers, priests and bakers.

It is essential to emphasize the matter of cool generation as one of the utmost importance in Acetylene manufacture. The function of the generator is in principle a simple one. It has to provide for the bringing together of the water and the carbide, wash and purify the gas, store it to such an extent as may be necessary, and deliver it to the pipes for distribution. The more nearly the generator conforms to the simple experiment of dropping a little carbide into a large volume of water, the more efficiently will the heat be distributed and the more perfectly will 'cool generation' be accomplished.

In the experiment of dropping a fragment of carbide into a tumbler of water, the heat of the reaction is so absorbed by the relatively large body of water, that overheating does not occur at any point. But reverse these conditions by allowing water, in limited quantity, drop by drop, to fall on a lump of carbide and you bring about the overheating of the resultant gas.

And Professor Lewes, English chemist and illuminating gas authority, wrote early in 1898:

'With water kept in excess, it is impossible for the temperature to rise above the boiling point of water, and, under all conditions, this class of generators yields the purest gas, as the Acetylene, having to bubble through lime water, formed in the generator, is washed free from most of its impurities.'

BANK OF MONTREAL.

HALF-YEARLY REPORT.

The statement of the result of the business of the Bank of Montreal for the half-year ending April 29, shows that the profits of Canada's leading bank for that period after deducting charges of management and making full provision for all bad and doubtful debts were \$781,960.40, compared with \$804,833.79 for the corresponding period of 1904. The balance of profit and loss carried forward from October 31, 1904, was \$583,196.01, compared with \$373,988.06, at the same period of the previous year. After the payment of a dividend of 5 per cent, for the half year being at the rate of 10 per cent. per annum, there is a balance of profit and loss carried forward of \$665,156.41, as compared with \$478,821.85 for the corresponding period in 1904. The figures with comparisons with those of the corresponding period of last year follow:—

	1905.	1904.
Profits for the half-year ended 29th April, 1905, after	\$ 583,196.01	\$ 373,988.03
Balance of Profit and Loss Account, 31st October, 1904 deducting charges of management, and making full provision for all bad and doubtful debts.	781,960.40	804,833.79
	<u>\$1,365,156.41</u>	<u>\$1,178,821.85</u>
Dividend 5 per cent. (being at rate of 10 per cent. per annum), payable 1st June, 1905.	700,000.00	700,000.00
	<u>\$ 665,156.41</u>	<u>\$ 478,821.85</u>
Balance of Profit and Loss carried forward.	\$ 665,156.41	\$ 478,821.85
Note—Market price of Bank of Montreal stock, 29th April, 1905—258 p.c.		
General Statement, 29th April, 1905:—		

General Statement, 29th April, 1905.

LIABILITIES.

	1905	1904.
Capital Stock.	\$ 14,000,000.00	\$ 14,000,000.00
Rest.	\$10,000,000.00	\$ 10,000,000.00
Balance of Profits carried forward.	665,156.41	478,821.85
	<u>\$10,665,156.41</u>	<u>\$ 10,478,821.85</u>
Unclaimed Dividends.	763.57	4,100.01
Half-yearly Dividend, payable 1st June, 1905.	700,000.00	700,000.00
	<u>\$ 11,365,919.98</u>	<u>\$ 11,182,921.86</u>
	<u>\$ 25,365,919.98</u>	<u>\$ 25,182,921.86</u>
Notes of the Bank in circulation.	\$ 8,206,795.00	\$ 8,200,416.00
Deposits not bearing interest.	22,383,013.98	22,368,248.88
Deposits bearing interest.	79,125,464.25	69,219,605.94
Balances due to other Banks in Canada.	43,259.53	104,173.13
	<u>\$109,758,532.76</u>	<u>\$ 99,892,443.95</u>
	<u>\$135,124,452.74</u>	<u>125,075,365.81</u>

ASSETS.

Gold and Silver coin current.	\$ 4,098,203.09	\$ 4,072,250.11
Government demand notes.	6,553,256.75	4,461,411.75
Deposit with Dominion Government required by act of Parliament for security of general bank note circulation.	460,000.00	454,634.63
Due by agencies of this bank and other banks in Great Britain	4,217,182.41	985,604.91
Due by agencies of this bank and other banks in Foreign countries	1,258,705.28	758,404.42
Call and short Loans in Great Britain and United States.	27,601,510.00	21,938,199.00
Dominion and Provincial Government Securities.	432,244.56	432,244.56
Railway and other Bonds, debentures and stocks.	7,245,386.04	7,595,789.33
Notes and cheques of other Banks.	2,588,879.29	2,018,145.62
	<u>\$ 54,455,367.42</u>	<u>\$ 42,716,684.33</u>
Bank Premises at Montreal and Branches.	600,000.00	600,000.00
Current Loans and discounts in Canada and elsewhere (rebate interest reserved) and other assets.	\$79,847,850.23	\$ 81,429,137.09
Debts secured by mortgage or otherwise.	115,611.99	144,324.48
Overdue debts not specially secured (loss provided for).	105,623.10	185,219.91
	<u>\$ 80,069,085.32</u>	<u>\$ 81,756,681.48</u>
	<u>\$135,124,452.74</u>	<u>\$125,075,365.81</u>

To Improve Toronto.

That even Toronto the "Queen City," can be improved, and its further extension rigidly kept within artistic bounds is a fact that even the most loyal Torontonians grants. The Toronto Guild of Civic Art, of which Lieut-Col. Pellatt is President and Mr. W. Ford, Secretary, proposes to lead the way in this particular, along with the Ontario Association of Architects, and has issued a circular to this effect. The circular recently issued by the Guild, which calls attention to what has been done by other cities, such as Boston, Cleveland and Ottawa, outlines the plan proposed for Toronto. A Committee has been appointed, who will consider the question, and who will give their services gratuitously, and the Guild has undertaken to raise \$5,000 for office expenses, plans, etc. The success of the Guild's undertaking will not only be a good thing for Toronto, but for Canada.

Western Good Roads Association

The annual meeting was held in Toronto, and the following officers elected:

Pres. W. H. Pugsley, Richmond, Hill; Sec. Lieut. Col. J. E. Farewell, Whitby; Asst. Sec., W. A. McLean, Public Works Dept. Toronto.

The Gas Question at Montreal.

Montrealers are exercised about a vote of the City Council by which the franchise of the Gas Company is extended for another fifteen years, or twenty years from the present time.

The Board of Trade, the Chambre de Commerce and other public bodies, passed resolutions opposing this, and all but one of the city papers loudly denounced it, claiming that 80 cents was the proper maximum price.

His Worship Mayor Laporte refused to pass the motion on technical grounds, but the Council repeated the vote. His Worship is considering how the matter can be altered so as to fall in with the views of the citizens.

Meantime, the officials of the Gas Company claim that they do not want to accept the offer made by the Council, stating that the terms do not suit them.

Hurrah for Fort William, Ont.

Ex-Mayor Dyke writes us to say that the management of the Grand Trunk Pacific Railway has agreed with the Municipality of Fort William to admit the Municipal Telephone into their premises. The Canadian Northern Railway gives the same privileges, so the Canadian Pacific Railway is alone in its refusal to allow the municipal 'phones into its buildings.

American Locomotive Company

Begs to announce that on and after April twenty-fourth, nineteen hundred and five, the General Offices of the Company will be located in the Trinity Building, 111 Broadway, New York.

Well Dunne!

Judge Dunne, Chicago's new Mayor, has already commenced a campaign tending towards greater safety from fire in hotels and tall buildings. Upon his advice fire inspectors a few days ago were set at work investigating the conditions of many of the large down town office structures, hosteleries and boarding houses, which had been reported as violating the ordinance calling for inside stand pipes for carrying water to the upper stories. The rumor proved too true, and Mayor Dunne has caused the name of each violator to be placed in the hands of the proper prosecuting officials.—Fireman's Herald.

Women Want Votes.

The Ontario Government received a deputation who asked that the franchise in municipal elections be extended to women on the same basis as men. Mayor Urquhart of Toronto was with the deputation and spoke in favor. The Premier promised that the matter would have full consideration. However, the idea has been negated in the Legislature.

Reduced Prices.

The Assembly of New York State has decided, as the result of the investigation by the Stevens gas Committee, that the maximum price of gas shall be 75 cents per thousand feet, and the price of electric lighting shall be reduced from 15 to 10 cents per kilowatt hour.

Valleyfield in Line.

Valleyfield, Que., has adopted the idea of municipal lighting, and, very wisely, instead of going into the matter inadvisedly, they have engaged the services of an expert, Mr. Charles Brandeis, C.E. The streets will be lighted by 132 arc lamps of 1200 c.p., and work will be commenced immediately.

City Engineer Rust.

A propos of the likelihood of City Engineer Rust, Toronto leaving to enter business, the "Toronto News" says:—

"An engineering concern has prepared a formula designed to remove Rust from the City Hall."

Dr. Jessop's Bill to enable a town to grant a second bonus to a second industry of the same kind without securing the consent of the first has been killed.

Vienna has an automatic telephone system; the call is made by moving a disc, like a combination lock.

"There is plenty of time in Windsor, Ont. The city has one standard, the Grand Trunk and Wabash Railways another, and the Michigan Central a third."—News, Toronto.

"At Yarmouth, England, the races are managed by the municipal authorities. One year the city made \$15,000 from the enterprise and reduced taxation to that extent."

Fighting the Tussock Moths.

The Natural History Society of Montreal has made a gallant effort to kill the Tussock Moths on the trees which are such an ornament to the city, but their efforts have been blocked.

In view of the danger to the trees, it was arranged that Dr. Fletcher, Government entomologist should give some information and a public meeting was held in the Society's rooms. Dr. Fletcher very graphically described the egg cocoons and the proper way to destroy them. A deputation of the Society waited upon the Civic Finance Committee, and Dr. Penhallow, the President, pointed out the danger to the trees, and their value to the city; he asked for the modest sum of \$100, for the destruction of the cocoons, to be used in giving prizes to children, under the direction of the Society, who would do all the necessary work in looking after it. This was agreed to by the Committee, providing the consent of the Parks and Ferries' Committee was first obtained. This was apparently secured, but it afterwards appeared that this latter Committee intrusted the spending of the money to Park Superintendent Pineau. He hired a few men, who, instead of picking off the cocoons and burning them, simply scrubbed down the tree trunks, irrespective of cocoons, leaving the eggs on the ground to hatch into the destructive caterpillars.

Meantime, the Society had advertised about the premiums, and has received a large number of cocoons, many from a square which the gardeners said was absolutely free, and the question arises, who will pay the prizes? The \$100 voted by the Finance Committee has already been spent, or rather absolutely wasted, but as the money was voted to the Natural History Society, they naturally expect to receive it.

Dr. Penhallow has sent in a bill for some \$14, to the Finance Committee, explaining that the whole aim of the Society had been frustrated, as the gardeners had forbidden children to secure the cocoons, and some members had seen the stupid way in which the men were working. He asks for the payment of the bill, and that the matter shall be enquired into, so that the mis-direction of the money voted be explained.

The Ontario Municipal Act.

Replying to a deputation which was asking for some amendments to the Ontario Municipal Act, Premier Whitney, said that he was quite convinced that the Municipal Law of Ontario was in an involved state. He believed that the Act was in such a state that not a single man in the Province understood it, and thought it should be torn apart and remodelled, and shortened by one half or even two-thirds

More Courage Needed.

"If the aldermen of the City of Montreal were as brave as they are ingenious, it would be a good thing for the city. They do manage to discover some very wonderful ways of levying petty taxation, but there is not one of them with nerve enough to go to the root of Montreal's civic difficulties and propose an increase in the assessment rate, the only way in which the money wanted can be fairly raised. It does not take much nerve to levy a lot of petty taxes and raise a crop of law-suits.—The Gazette, Montreal.

Gas in Montreal.

The resolution on the gas question in Montreal, which is causing such excitement, is as follows:

"That instead of acceding to the request of the company to be exempted from paying the 3 per cent. which it is held to pay during a period of five years from the 1st of May, 1905, it be stipulated that the company shall pay such percentage during said period of time, and that, in return therefor, the price of gas be reduced as follows:

For gas for lighting purposes, for the years beginning on the 1st May, 1905 and 1st May, 1906, the price to be..	\$1.15
For 1907 and 1908..	1.10
For 1909..	1.05
From 1910 to the expiration of the contract.	1.00
For gas for cooking purposes:	
For 1905 and 1906..	95
For 1907 and until the contract expires..	90
For gas supplied by automatic meters:	
For the years 1905 and 1906..	\$1.00
For the years 1907, 1908 and 1909..	95
From 1910 to the expiration of the contract..	90

Permission Necessary First.

Mr. Carscallen, Chairman of the Private Bills Committee of the Ontario Legislature, has called attention to the frequent application of municipalities for bills to allow of expenditure already incurred, and urges a different procedure. The case that called for the remarks was that of Meaford, Ont. where the old Council spent \$10,000 without authority, and their successors do not know how they can pay it.

Protection Against Fire.

Coroner McMahon, in the sad case of the burning of the Convent at Ste. Geneviève, Que., drew attention to several matters of the greatest importance to the public. He did not think that Inspector Lessard, a printer by trade, knew enough about buildings to fill the position properly. He said that it was unfortunate that political influence placed men in responsible positions who were ignorant and incompetent. He spoke very strongly of the complete absence of any apparatus, or system for fighting fires, and stated that municipal councils generally were ignorant or careless of their duty in preserving the lives of the citizens from danger in case of fire.

Natural Gas in Quebec.

Yamachiche, Que., seems likely to be the centre of a gas producing district that may prove very valuable. The first discovery of natural gas was made about 2½ years ago when boring for water, but no use was made of it. Two years ago however, the village blacksmith, Mr. Grondin, bored for gas and found it at the depth of only 300 feet, and has since lighted and heated his house with it. This example encouraged others and over thirty wells were drilled, but a couple of serious accidents having occurred, the people became alarmed. So an American Syndicate, called the Canadian Gas and Oil Co. have secured rights on 60,000 acres, for a small cash payment and a royalty on the production of gas and oil.

Conditions in Canadian Municipalities.

Mr. William Bennett Munro read the following paper before the National Municipal League in New York:—

"The progress of urban concentration in Canada has not been sufficiently rapid to render the problem of municipal administration difficult of solution for a while. During the last three decades the proportion of the total population of the Dominion contained within towns and cities of over 5,000 has increased from twelve to twenty-four per cent. This increase has been extremely uniform and steady. Furthermore, it has not been accompanied, as in the United States, by any marked concentration of foreign immigrants in the larger centres; these have in the main distributed themselves over the agricultural regions of the North-West. At the present time Canada's ten cities of over 25,000 contain only 16 per cent. of her total population, while in the five cities of over 50,000 are comprised only ten per cent. The main political problem of the Canadian people is still that of national and provincial, rather than of municipal government.

Varied Types of Government.

"Since the organization and control of local government is vested with the provincial and not with the federal authorities, there is, in the cities of the seven different provinces, no exact conformity to any type of city political organization. In framing their general charter laws and in formulating special charters for particular cities, the provincial authorities have been guided partly by English and partly by American experience. Variations in the structure of municipal organizations in the different provinces are attributable to this diversity of influence. In general, the Maritime Provinces have borrowed largely from England, while Ontario and Quebec, and the western provinces have been disposed to incorporate into their municipal systems many features distinctively American."

After explaining the method of electing the mayor and city council, and the making of appointments to the city departments, Mr. Munro continued:—

"On the whole this system of municipal administration has proven satisfactory, and that it has done so must be attributed in a considerable degree to the non-identification of municipal with provincial or national politics.

Municipal Ownership.

"The movement toward municipalization of various public services has been making in Canada, about the same rate of progress as in the United States. It has not been by any means as rapid or as successful as in England, or in the other Colonies, such as Australia. At the present time most of the Canadian cities own and operate their own waterworks; some few have municipalized their lighting facilities, but beyond this the movement has not progressed. The other civic services, such as transit and the like, are still almost entirely in the hands of private corporations operating under lengthy franchises. A fair degree of success has attended the experience of municipal ownership, but not such as to warrant any general application of the policy. On the other hand the strict supervision and control which the provincial authorities have exercised over the granting of franchises has served more or less effectually to protect the cities against the private corporations."

A Fine Accumulation.

For 1905 the assessed valuation of franchises in the City of New York is \$302,193,550. At the tax rate of \$1.51 the annual revenue from these franchises would be over four and a half million dollars. The accumulated taxes due the city for six years are over twenty million dollars. The corporations resisted in the courts the payment of this tax, and after a long legal battle the Court of Appeals, on April 28, 1903, unanimously sustained the tax.—New York World.

The Press Generally.

It is agreeable to note that the press of Montreal is sufficiently active in its opposition to the new gas contract. La Presse denounces it as both "illegal and immoral." La Patrie would like to believe in the good faith of the majority, but finds the bargain they propose very far from what the people had the right to expect. La Patrie and the Witness both appear to have been deceived by Ald. Lapointe's amendment, both failing to note that under the new conditions imposed expropriation is made practically impossible. The Star and the Gazette have no editorial opinion on the subject so far.—Herald, Montreal.

(Le Canada also agrees with the Herald against the contract.—Ed.)

The City's Share.

It is rather unfortunate that the officials of the Power Company could not give any definite information, when asked by The Herald yesterday, as to what revenue would come into the city by virtue of the agreement to pay three per cent. on the gross earnings of the Gas Company in the city, or what a saving of five cents per thousand feet would aggregate to the citizens. That information ought really to have been before the aldermen before they voted on Monday.

On a calculation, however, it becomes fairly clear that in hurry to get the contract through without actually breaking the law Ald. Lariviere gave away rather a nice little sum.

Three per cent. calculated on the old rate of \$1.20 would amount to 3.6 cents per thousand. This, for five years, would amount to eighteen cents. Ald. Lariviere, to get within the law, gives away twenty-five cents in the five years. Thus the rates would be:—

Without Percentage.		With Percentage.	
1905.. . . . .	.115	1905.. . . . .	.115
1906.. . . . .	.110	1906.. . . . .	.115
1907.. . . . .	.105	1907.. . . . .	.110
1908.. . . . .	.100	1908.. . . . .	.110
1909.. . . . .	.100	1909.. . . . .	.105

We gain 3.6 cents each year, but we lose five cents in 1906, another five cents in 1907, another ten cents in 1908, and five cents in 1909. Total gain, eighteen cents; loss, twenty-five cents.

Deducting the 3.6 cents from the figures of the second table, it is found that what the company first offered works out at an average of \$1.06 per thousand, while what the bountiful aldermen prescribe works out at \$1.074 a thousand.

It is easy to see how utterly absurd was Ald. Ames' request to let the resolutions lie over for a day or two to be considered. Consideration was the last thing their authors desired. And after all, what is a cent and a half a thousand between friends like the aldermen and the lobbyists.—Herald, Montreal.

Suspicion Keeps Back.

Dr. Charles L. Crane, President of the Municipal Reform League, gave the Canadian Club at Ottawa some information as to the methods of street railway companies in Chicago, and especially as to the leverage gained by getting hold of radial railways terminating in the city. The suspicion that a similar motive animates the owners of the city railway and the radials here is the chief obstacle to the latter obtaining entrance into the city. It is difficult to negotiate in an atmosphere of suspicion, and the only way to remove suspicion is to recognize the municipality and people of Toronto as having absolute control over their streets, subject only to the rights held by the Toronto Street Railway Company during the remaining years of their franchise.—News, Toronto.

Personal.

Mayor Sharpe proposes that Winnipeg shall have a public concert hall.

Mr. James Nichol has been elected mayor of Chatham, N.B.

Mr. H. W. Weller, for many years sales manager for Messrs. Babcock & Wilcox, Ltd., in Montreal, has just returned from a lengthy visit to Great Britain and the Continent. He returns to Canada as General Manager of the Canadian branch of the Company.

Mr. R. I. McIlreith was elected mayor of Halifax, N.S., in the 20th April.

Mr. George A. McCarthy has been appointed Chief Engineer of the Temiskaming and N. Ont. Ry.

Mr. W. K. McNaught, President of the Industrial Exhibition, Toronto, has been tendered a banquet and presented with a casket of silver for his services to the city.

Mr. E. Brassard has been appointed Recorder of St. Louis, Que.

Mr. G. Langlois, M.P.P., is introducing legislation to make the Roman Catholic School Boards of the City Montreal elective.

Major Geo. W. Stephens has placed 2 acres of land at the disposal of a Committee to be used as a farm garden for poor city children.

Ald. Ames, M.P., is likely to retire from the City Council of Montreal so as to give all his time to his Parliamentary duties.

Mr. F. W. McNaughton, C.E., Town Engineer of Cornwall, Ont., has been appointed Deputy Minister of Public Works of Manitoba, and has appointed Mr. Dancer, assistant for 14 years to City Engineer Rust, Toronto.

Mr. Geo. Armitage has been elected Alderman of Sherbrooke, Que., in place of Mr. S. W. Jenckes.

M. J. E. Beauchard, I. C., a été engagé comme ingénieur de la ville de St. Henri, Que.

Deaths.

Mr. Louis Brunelle, ex-Ald. of Quebec, and ex-Pres. Board of Trade died 10th April.

Capt. H. B. McAllister, ex-Councillor of St. Stephen, N.B., died very suddenly, 15th April.

Mr. Follis Johnston, ex-Alderman of Toronto, died 9th May, aged 70.

Capt. Milloy, ex-Mayor of Niagara-on-the-Lake, Ont., is dead. He was captain of the steamer City of Toronto.

Mr. J. S. Dixon, for many years Warden, and Councillor of Berthier, Que., died 2nd May.

Though never a civic official, the late Mr. James Harper, who died 3rd May, in Montreal, was, in his quiet way, a public man and an active worker in the affairs of the city.

Mr. Kivas Fuller, D. S. O., died in Toronto, 24th

April, aged 86. Mr. Fuller for many years was architect and engineer of the Public Works Department of Ontario, and was the architect of many public buildings. He served as public school trustee, councilman and Alderman, and was a member of the Deep Waterways Convention.

Mr. J. Walter Quinlan, mayor of Port Hope, Ont., six times and who resigned last year owing to ill health, died, 24th April.

Mr. John Stephenson, for 27 years clerk and Treasurer of Markham Township, Ont., died 23rd April.

Ex-Ald. W. G. Fonesca, of Winnipeg, Man., died 22nd April, aged 83.

M. E. A. D. de St-Ours, seigneur de St-Ours, Que. est mort le 22 avril. Il était élu maire de la ville le 14 janvier, mais l'élection avait été contestée, et un jugement fallut une nouvelle élection. M. de St-Ours décéda entre le premier et le deuxième jour de la votation.

Industrial.

The property on Victoria Square, Montreal, occupied by Messrs. W. H. Mussen & Co., and others, has just been sold for \$150,000. The price including the buildings, is \$6.00 per square foot.

The Windsor Hotel, MONTREAL, is to be enlarged by erecting an addition on the site of the Windsor Hall.

The Ontario Power Co., will export 60,000 h.p., to the United States.

The John McDougall Caledonian Iron Works has secured the contract for the 6 million gallon pump for the city of Toronto, their tender, \$43,957, being the lowest.

Milk is suggested as a fire extinguisher for coal oil; it is said to form an emulsion which hinders combustion.

"The City cannot be kept clean without spending, and that applies to every other branch of the service."

The Fire Committee, Montreal, gave a contract for fire hose to the highest tenderers but the Council has altered this and divided the contract.

The Ninth Annual Convention of the League of American Municipalities will be held in Toledo, O., 23.-25 August.

LONDON is returning to gas lamps in place of electricity. (Probably this is because gas light penetrates fogs better than electric light. Ed.).

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TOWERS AND TANKS FOR WATER WORKS. Theory and practice of their design and construction. J. N. Hazlehurst. 216 pp., illus. \$2.50.

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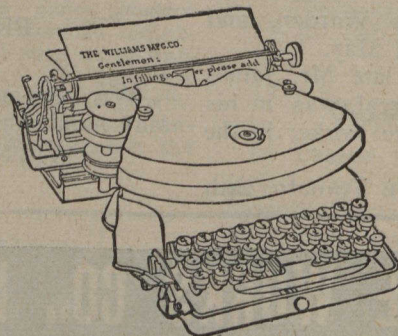
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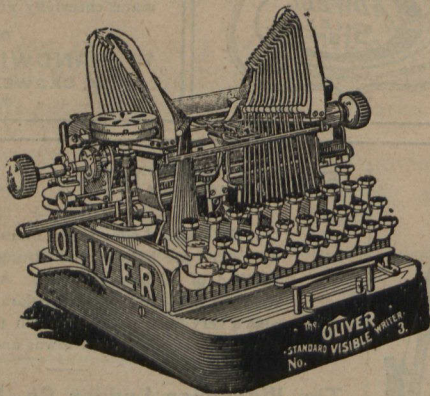
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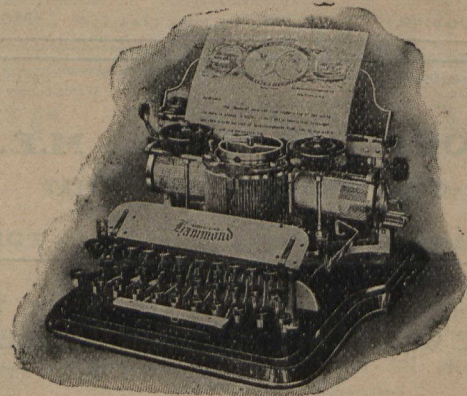
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