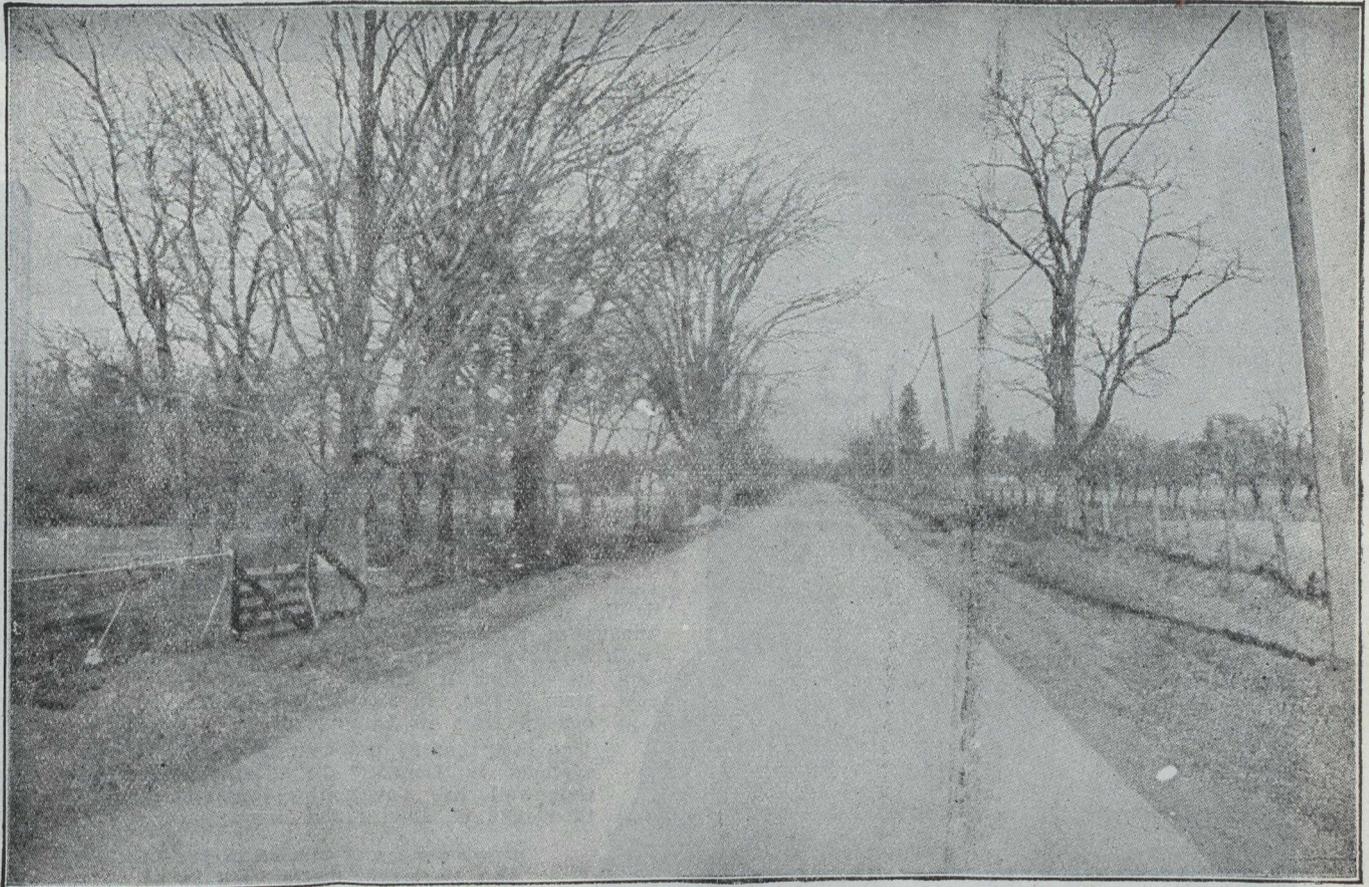


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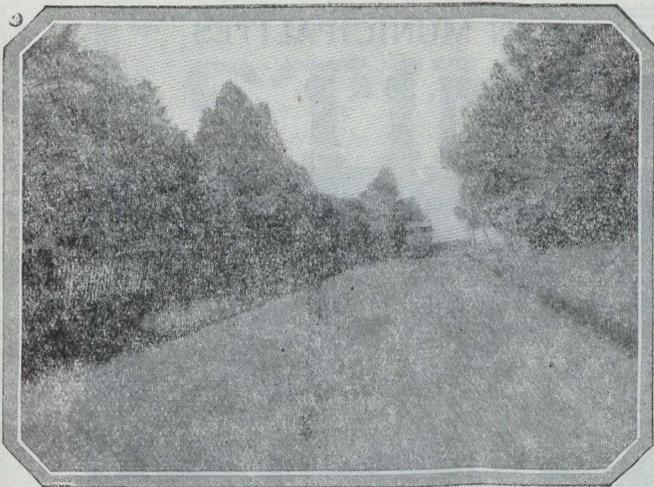
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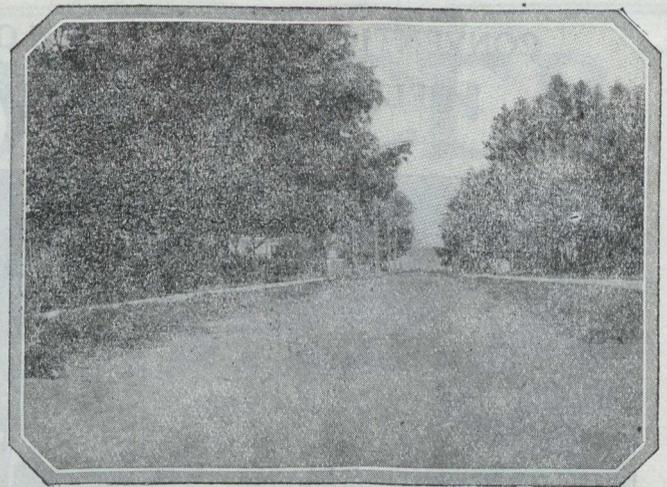
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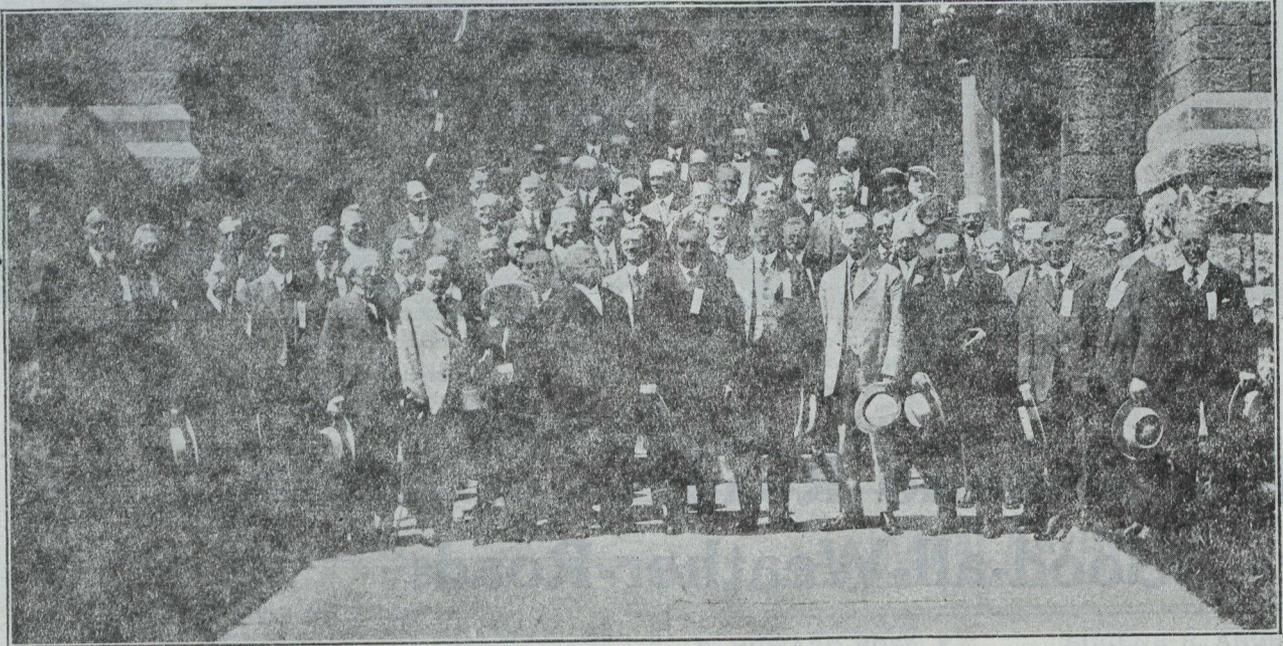
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CONVENTION OF THE UNION OF CANADIAN MUNICIPALITIES HELD IN THE CITY OF QUEBEC, JULY 27, 28 & 29.



Above photograph is that of a group of delegates attending the annual convention of the Union of Canadian Municipalities recently held in the City of Quebec. The photo, which was taken in front of the City Hall, shows the following well known municipal executives.

Mr. Arthur Roberts, K.C. (Secretary of the Nova Scotia Municipalities) President. Mayor Fisher of Ottawa. (Past President). Mayor Bouchard of Ste-Hyacinthe (Past President). Alderman Dr. Rondeau of Westmount (First Vice-President). Mayor Thurber of Longueuil (Provincial Vice-President). W. D. Lighthall, K.C. (Late Hon. Secretary). G. S. Wilson (Late Assistant Secretary)

Mayor Samson of Quebec. M. J. B. Chouinard, C.M.G. City Clerk of Quebec. M. Verge, City Treasurer of Quebec. Mayor Beaubien of Outremont (President of Municipalities of the Province of Quebec) Mayor Prieur (Secretary of Quebec Union). Alderman Dixon, Pro Mayor of Montreal. Mayor Joseph Clarke of Edmonton, Alberta. Controller Ramsden of Toronto. Controller R. H. Cameron of Toronto. Mayor of Peterborough. G. E. Marquis, Director of Bureau of Statistics of Quebec. Deputy Minister Bayne of Saskatchewan. Deputy Minister Lamb of Alberta. Mayor of Drummondville, P.Q.. Reeve Pearson of Point Grey, B. C. Hon. Dr. Roberts, Minister of Health, N.B. Alderman Martin of Edmonton, Alta.

MEETING HIGH RENTS.

Now that the people have had time to recover somewhat from the first shock of high rents some of the more thoughtful are beginning to wonder if the campaign of denunciation of landlords—meaning house-lords—has been altogether wise. While there has undoubtedly been some conscienceless profiteering in rents, it is also apparent that there are a vast number of landlords who advanced rents no more than enough to cover the cost of operation and upkeep.

Another thing noticeable is that some tenants made such an outcry against any advance at all that decent building owners sold in disgust, and profiteering buyers raised them to the limit. Still another thing to be seen is that would-be investors have been frightened out of all desire to engage in housebuilding.

These facts now take on a sober aspect. There is a great shortage of houses. This shortage can be relieved only by increased building. But there can be little building until there is a better return to capital invested in houses and apartments. Almost any other kind of business pays better than housebuilding. Either rents must go higher, or the cost of building must be lowered.

It is one thing to limit the income of present house owners. It is an altogether different thing to induce men to build new houses; and without new buildings the problem remains unsolved. It was only natural that tenants should cry out when rising rents began to encroach upon

the bare necessities of life. But just to the extent that they were successful in saving themselves from that dilemma they found themselves confronting another dilemma, the lack of new building.

It is beginning to be apparent that more zeal than wisdom has been shown in this contest. Some are now asking themselves why they made such a fuss about those land owners who had put buildings, and had nothing whatever to say about those land owners who put up no buildings at all. An increasing number of people are asking each other how it is that the city doubles the tax on the man who put up a building when the city renders exactly the same service that it did to the vacant lot.

And in a way, it is an odd thing. The people who live in cities, are crying out for more houses, yet the moment any one puts up a building the city levies an annual fine of from 2 to 3 per cent of its cost. Suppose a man has a forty thousand dollar lot and forty thousand dollars in cash. If he puts up a building the city will fine him half the normal rate of interest and his tenants will accuse him of profiteering. But if he buys an other vacant lot he can lie back and let the growing community increase its value, and nobody molests him.

Perhaps it is this new state of mind that emboldens some people to petition the legislature to give cities power to exempt from taxation all new buildings. The idea is at least worth considering. Removing taxes from the things we want and putting them upon the things we don't want! Not a bad way to cover vacant lots with buildings—and incidentally to solve the housing problem.—Exchange.

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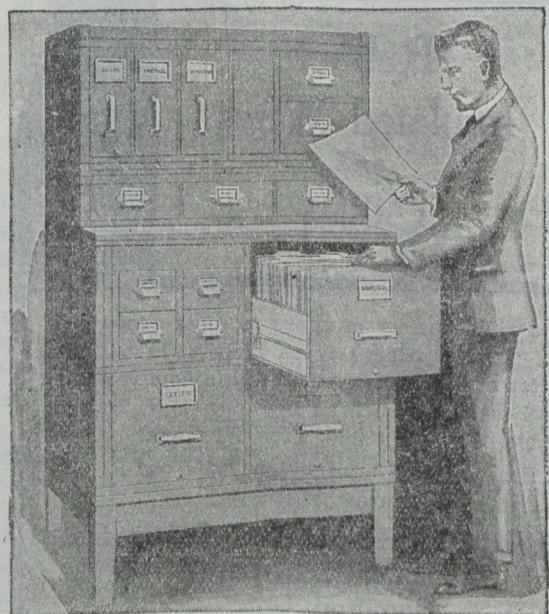
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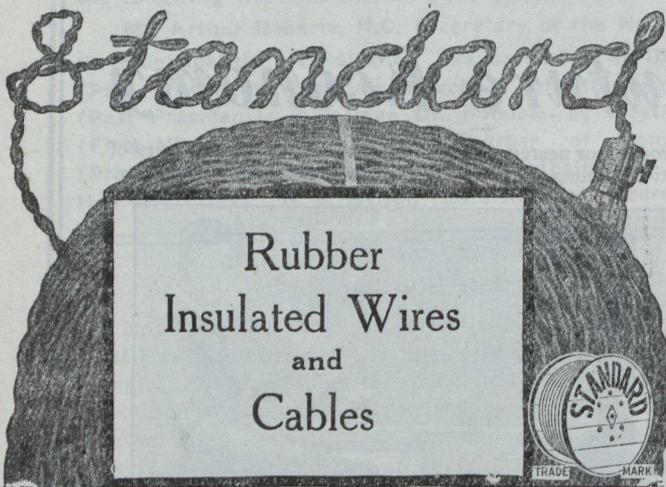
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FREDERICK WRIGHT, Editor

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MONTREAL, SEPTEMBER, 1920.

No. 9

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Fire Prevention and Fire Fighting

The Federal Government's offer of a fire training school at Ottawa and its acceptance by the Dominion Fire Chiefs' Association is another step in the direction of fire prevention and fire fighting. The training, which is a six month's course is given free to any one desirous of taking it up and it is hoped that the municipal councils will help in this splendid work by seeing that every fireman goes to the school. Because of climatic conditions — extreme heat in summer and extreme cold in winter—the buildings in Canada are such that they are much more of an inflammable nature than in countries with more even climates, consequently the fire problem is more serious and requires more skill and knowledge to meet it. While some of our fire brigades have earned splendid reputations there are others that have much to learn, and it is certainly to the interest of municipal Canada that the Ottawa course has been established—a fact that every urban council should not only note but act on.

A very important phase of fire prevention was taken up by at the Fire Chiefs' convention, which was held in St. Thomas, Ont., when it was recommended that a standard fire phone number be inaugurated throughout the Dominion; that is, one number should be decided upon for use in all municipalities, so that no time would be lost in looking up the phone number of the local fire brigade station in the case of fire. Men who should know have come to the conclusion that a universal phone number would save much valuable property and many lives each year, and as the adoption of the suggestion would not cost the municipalities one cent it is hoped that the local

councils will lose no time in taking up the matter.

As a further aid to the prevention of fires it has been suggested that more fire call boxes be erected in different parts of our communities—even to the extent of having a call box to each block. As these boxes can be used by patrolmen to aid them in their duties the additional expense would be a good investment. Be that as it may it is to the interest of every municipality to take the fullest precaution to prevent fires and the recommendations of the fire chiefs should be carefully considered.

LADY MAGISTRATES

In England lady magistrates now number 171, in Scotland 41 and in Wales 21. According to a recent despatch the authorities in Scotland have appointed a number of titled ladies to the position, which would seem to give the impression that in Great Britain the letters, J.P. (Justice of the Peace) after a woman's name is more of a social distinction than any special qualification in the knowledge of the law. Fortunately in Canada the administration of justice is practically in the hands of professional judges, even in petty cases. Our one or two lady magistrates who preside over the juvenile courts have qualified themselves for the position by reason of their large experience in sociology, and no doubt as more women qualify, this branch of the Canadian judicial system will be largely in their hands, but we do not think the time will ever come in Canada for social position to be the open sesame to the magisterial bench, either for males or females.

Convention of the Union of Canadian Municipalities

City of Quebec, July 27, 28, 29.

The twentieth annual convention of the Union of Canadian Municipalities opened at the City of Quebec at 11 o'clock a.m. on Tuesday the Twenty-seventh July, Nineteen hundred and twenty, at the City Hall, Quebec.

There were present and registered; Harold Fisher, K. C., Mayor of Ottawa; President, Arthur Roberts, K.C.; Vice-President, W. D. Lighthall K.C. Honorary Secretary, G. S. Wilson Assistant Secretary, F. A. Acland, Deputy Minister of Labour for Canada, Ottawa; A. E. Sarra Bournet, Alderman, Lachine, P.Q.; A. J. Bannerman, Pictou, N.S.; President Union of Nova Scotia Municipalities; J. Beaubien, Mayor of Outremont, P.Q., President Union of Quebec Municipalities; J. N. Bayne, Commissioner of the Local Government Board, Regina, Sask.; Noel Belleau, K.C., Mayor, Levis, P.Q.; Dr. P. H. Bedard, Alderman, Quebec; J. R. Bournet, Secretary-treasurer, Longueil, P.Q.; M. S. Baker, City Clerk, London, Ont.; T. D. Bouchard, Mayor, St. Hyacinthe, P.Q.; L. A. Cannon, K.C., Quebec; Jas. A. Dollier, Alderman, Quebec; Napoleon Champagne Controller, Ottawa; O. H. Cote, Industrial Commissioner, Quebec; R. H. Cameron Controller, Toronto; Joseph A. Clarke, Mayor, Edmonton, Alberta, (Vice-president Union of Canadian Municipalities); D. O. E. Denault, Mayor, Sherbrooke; Dr. Dubeau, Alderman, Montreal; Dr. J. A. Dufresne, Mayor Shawinigan Falls, Que.; C. Delgrave Alderman, Quebec; Daniel Denton, Mayor, Cobourg, Ontario; J. I. Dixon, Secretary-treasurer, New Liskeard; Chas. F. Furse, Treasurer, Union of Quebec Municipalities; Dr. Michel Fis-et, Ald., Que.; D. O. Dennis, Mayor, Farnham, Quebec; F. W. Galbraith, Ex-Mayor, Red Deer, Alberta; Nap. Garceau Mayor, Drummondville, P. Q.; J. A. Garipey, Alderman, Longueil, P.Q.; P. A. Galarneau, Mayor, Courville, P.Q.; A. M. Jaques, Alderman, St. Lambert, P.Q.; P. E. Jarman, City Engineer, Westmount; L. P. Joubert, Mayor, Sayabec; C. C. Lapierre, Ex-mayor, La-salle, P.Q.; A. Lavaie, Mayor, Megantic; J. A. Legault, Mayor, St. Jerome, P.Q.; J. H. Lamb, Deputy Minister of Municipal Affairs, Edmonton, Alberta; H. Milton Martin, Alderman, Edmonton, Alberta; G. E. Marquis, Parliamentary Statistician, Quebec; Jos. Mercier, President Police Department, Quebec; A. W. Mexer, Mayor, Galt, Ont.; A. J. Meunier, Alderman, Shawinigan Falls, P.Q.; S. J. McCoppen, Alderman, Edmonton, Alberta; T. J. Moore, City Clerk, Guelph, Ont.; C. W. Mogrige, Alderman, Toronto, Ont.; C. W. McCrea, City Treasurer, Sault Ste. Marie, Ont.; D. D. McDonald, Union of Manitoba Municipalities, Dauphin, Man.; A. A. McIntyre, Mayor, Peterboro, Ont.; Thomas Pearson, Reeve, Point Grey, B.C.; Frank H. Plant, Controller, Ottawa, Ont.; Alfred Prendergast, Alderman, St. Lambert, P.Q.; R. Prieur, Mayor, Pointe aux Trembles, P. Q.; J. G. Ramsden, Controller, Toronto, Ont.; W. E. Ran-

ger, Mayor, Lachine, P.Q.; G. Renaud, Mayor, Loretteville, P.Q. G. N. Reille, Alderman, Chicoutimi, P.Q.; S. Sabourin, Mayor, Hawkesbury, Ont.; J. D. Saunders, Secretary-treasurer, Camrose, Alberta, Sec.-treas. Union of Alberta Municipalities; P. H. Robien, Mayor, Bienville; J. L. Roberge, Levis, P.Q.; C. W. H. Rondeau, Alderman, Westmount, P.Q.; Ernest T. Sampson, City Clerk and Treasurer, Outremont, P.Q.; Robert L. Scott, Alderman, Westmount, P.Q.; H. M. Sutherland, Mayor, St. Boniface, Man.; Alex. Thurber, Mayor, Longueuil, P.Q.; Frank Whitmore, Alderman, Peterboro Ont.; Frederick Wright, Editor Canadian Municipal Journal, Montreal; H. S. Van Scoyoc, Engineer, Montreal West, P.Q.

The President, having called the meeting to order, the delegates were addressed by Mayor Joseph Samson, of Quebec, in the following words:

"In the name of the citizens, of the Mayor and Aldermen of the City of Quebec, I tender you the most hearty welcome.

We are exceedingly grateful to you for the honor conferred upon our city in selecting it to be the seat of your annual convention.

We offer you the hospitality of our City Hall, of our Council room. We sincerely hope that you will feel at home here, and that if you desire anything we can give you you will express your wishes.

Our municipal organization being the most ancient in Canada, we hope that we will provide you with such comforts that you will appreciate your stay in Quebec, and that you will visit the most interesting points of our City and enjoy the few recreations that we are offering you.

Tomorrow night, Wednesday, the Mayor and Aldermen invite you to a banquet in the City Hall, to give you an opportunity of fraternizing around an hospitable table.

Gentlemen—make yourselves at home here.

I now tender you our best wishes for the success of your convention and I leave you free to begin your serious and important work."

VICE-PRESIDENT ROBERTS of Bridgewater, N.S., in reply to Mayor Samson and on behalf of the Union referred to the pleasure felt by the delegates in having the opportunity of convening at the city of Quebec—one of the wonder cities of America—and as the cradle of Canadian civilization, one of the most fitting places for the meeting of representatives of Canadian cities. His remarks were followed by an address in French from ALDERMAN MARTIN of Edmonton who dwelt upon the real "bonne entente" enjoyed by the citizens of Alberta and other western provinces. In concluding the replies to Mayor Samson, President Fisher referred to the genuine attractiveness of Quebec being proved by the fact that Ottawa had been passed over in the selection of a City for the present convention.

THE UNION AND ITS OPPORTUNITIES.

PRESIDENT HAROLD FISHER, K.C. (Mayor of Ottawa).

The Convention being thereupon opened for business, the President, MR. HAROLD FISHER, MAYOR OF OTTAWA, read his presidential address, as follows:

"A presidential address is usually received with kindly tolerance out of respect for the office. It is seldom taken seriously by any one but the maker. Even a president bowed down with the honor and dignity of his position finds it hard to be serious in midsummer and amidst the distractions of a city like Quebec.

"In the past it has been the custom of presidents of the Union to deal particularly with the work of the Union and to wander off into generalities related to municipal matters. I propose to follow the custom.

"About the Union there is a great deal that might be said and certainly there is much that must be done if it is to be made the useful and efficient organization it should be. Under favorable conditions an association composed of all the municipalities of Canada, large and small and separated in some cases by thousands of miles, must be a difficult organization. During the past few years the Union has had to contend with exceptional conditions.

"Originally the Union was a fighting organization formed primarily to look after the interests of the municipalities in matters coming before the Dominion Parliament or dealt with by the Dominion Government. For

several years there has been little fighting to be done before the Dominion Parliament. The creation of the Railway Board with its ever-increasing jurisdiction removed many matters from the political field where lobbying and other influences of a baneful character had long been felt. The war put an end for a time to private enterprise of the kind that took form in private bills that were not always of benefit to the public. The acquisition by the Government of a great part of the railway system of the country has, for a time at least, done away with railroad building by private companies and, whatever may be said otherwise of the venture, has had the effect of removing a source of aggression which has always been feared by municipalities. Within the year the Union did raise a protest against any suggestion that government railway property taken over from private companies should be exempt from local taxation, with the result that a statement was made by the Government that there was no intention to seek this exemption. Perhaps the protest was unnecessary but it certainly did no harm. Apart from this there has been little work for the Union to do in Parliament. With no danger threatening in what was the original field of the Union, the need of a federal organization has been questioned by some who have not gone into the matter thoroughly.

The Bell Telephone Enquiry

The application of the Bell Telephone Company to the Board of Railway Commissioners for permission to raise its rates has met with strong opposition from individuals and public bodies—Boards of Trade, etc.—but principally from the municipal councils through their unions. The company, to meet this opposition, has not waited for the hearing which will take place on September 21 to state its case, but has, through its vice-president and other of its principal officers, as well as through advertisements in the daily press, not only placed its cards on the table but has apparently left them for the public to read. This action has certainly modified much of the opposition, which at first was against any increase whatsoever, but which now would seem to have toned down to “show the reason for any increase.” This is practically the position that was taken at a meeting of municipal representatives who recently met in Montreal on the invitation of the Union of Canadian Municipalities. At this meeting a special committee, made up of one delegate each from the cities of Montreal, Toronto, Quebec, Ottawa and Hamilton, was appointed under the chairmanship of Commissioner Decary of Montreal to take means to have the case of the municipalities properly presented before the Railway Board; a special fund being raised to employ counsel and experts.

Unfortunately the councils of Toronto and Hamilton not seeing eye to eye with their fellow councils in either the object or the means of the protest to the increased telephone rates, have de-

cidied to oppose the Bell Telephone application independently of the committee of the Union of Canadian Municipalities. The stand that both Toronto and Hamilton take is that if the system was publicly owned the people would get a cheaper and better service, and consequently the Bell Telephone Company is not entitled to any increase at all on its present rates.

There is no doubt that the public ownership of its hydro development has been a splendid success in Ontario, notwithstanding the criticisms that have been made against it, and there is no doubt also that sooner or later all public utilities will be publicly owned not only in Ontario but throughout Canada, for the principle is not only good and sound but practicable under good administration. But is the present moment the right time to experiment in public ownership so far as the telephone systems of Ontario and Quebec are concerned? We think not. Both the capital values and the cost of administration of public utilities are at their high peak just now, making it practically prohibitory to buy out any existing telephone system, so that it comes right down to the question of whether or not it is in the public interest to give the present owners—the Bell Telephone Company—the means to give an efficient service? Common sense says yes, otherwise you get a poor service. The Company says the means necessary are increased rates. How are the rates to be adjusted to satisfy both the users and the company. This is the task before the Railway Board, and it to help solve the problem with the bias towards the public that the municipal committee under Commissioner Decary will be on the spot when the public hearing opens.

THE EDUCATION OF RURAL SECRETARY-TREASURERS

The annual report of the Alberta Department of Municipal Affairs just published by Mr. J. H. Lamb, the new Deputy Minister, contained the item that throughout the province special meetings had been held at which information relating to the municipal law was given to the secretary-treasurers of the rural districts. This is surely a step in the right direction not only in the fact that the provincial authorities of Alberta are demonstrating their desire to help their more humble colleagues, but that all but four out of 168 rural district secretaries attended the meetings. If the other provinces would but follow the example of Alberta not only would much legal expense be saved but the municipal officials would be better fitted for their responsible duties. The average municipal secretary-treasurer in Canada is a much better informed man than his predecessors, though we think sometimes his council is not aware of the fact, as is evidenced in the tendency to treat him as a book-keeper and nothing more. This is not conducive to a man giving of his best. The secretary-treasurer of the community should have every opportunity to augment his knowledge, and his council should seek his advice more.

MOB LAW

Mob law was almost successful in the little community of Thorold, Ont., when a man accused of murdering a little girl was nearly lynched by an infuriated crowd. As it was the building in which the accused man was incarcerated was badly damaged by stones and fire that had been started by some of the bolder spirits maddened by the refusal of the police to turn the man over to their tender mercies. Fortunately someone was able to stop just in time what would have been a travesty of British fair play and Canada was saved the disgrace of a lynching. But the fact that it was a “near thing” must give food for thought to those who have the administration of the laws. Had the lynching taken place it would have been the first breakdown of our institutional laws—the basis of which is that every man is innocent until proven guilty by his peers. Self constituted judges—which was exactly what the crowd were—are repugnant to the British sense of justice, and however bitter the feeling against the accused man such demonstrations as that at Thorold, cannot be too strongly condemned.

The Union of Municipalities of the Province of Quebec

It is now nine months since l'Union des Municipalités de la Province de Quebec was launched with great éclat at a convention held in the City Hall, Montreal, and now at another Convention the executive of the new union gave an account of their stewardship. The official report was a record of splendid endeavour and successful achievement not only for the benefit of the actual member municipalities, but for the benefit of all municipal Quebec and we feel safe in stating that though but a few months old, the Quebec Union of Municipalities is today one of the strongest organizations of its kind in the Dominion.

While such an excellent result reflects great credit on the municipal spirit of the Province, it was not brought about without much labor and organization on the part of the officers, particularly Secretary Prieur and Treasurer Furse, both of whom have spent many days in the executive offices devising ways and means to build up the Union; and they have been well backed up by the President and his Vice-Presidents.

In the organization of this Union the Province has been divided into districts or zones—seven rural districts and seven urban groups or districts. The purpose of creating these districts or groups is to enable the general executive to analyze and better meet the wants and ambitions of every district in the Province. That this system of sub-dividing the Province has been successful was evidenced in the well attended sub-convention of the Union that was held in one of the rural districts some months ago.

One of the principal objects of the Union is concrete usefulness to its member municipalities, as was stated very clearly in the prospectus and is provided for in the by-laws. In the acceptance of this undertaking the executive took on a heavy responsibility, and, so far as the opportunities and income allowed, right nobly have the officers carried out their task. This has been made possible by the voluntary co-operation of special committees made up of experts and authorities in their respective professions—legal, engineering, accountancy, etc.—who offered their services to the Union. As time goes on and the Union becomes better organized with corresponding monetary returns these committees of experts will be increased to cover every phase of municipal administration. The feature of an advisory board of experts is peculiar to the Quebec union as no other municipal union has attempted such a task, either in Canada or the United States, or in any other part of the world, so, that if only for this enterprise alone the Union has much to be proud of.

But What Of The Future.

The Quebec Union has already justified, beyond the shadow of a doubt, the necessity for its

existence. It has brought home to the municipal councils of the Province of Quebec not only their opportunities and their responsibilities, but a wider sense of their duties; it has given them a new dignity and a new power in the confidence that in all their just demands they have with them and behind them an organization ever ready to fight for their interests. The Union is giving a new meaning to Municipal Quebec. No longer are the municipalities of the Province the creatures, and the local councils the puppets of the politicians. Singly they were, but united they are able to successfully resist the encroachments of any combination of private or political interest or interests. This has been made possible by the establishment of the Union. Was it not worth while?

Those Councils that have joined the Union think it was, and they are wise in their generation, but what of the Councils that have not joined the Union? Are they going to stand by and allow their fellow councils bear the burden of fighting their battles, for every municipal reform brought about by the union is shared by all? Have they the interests of their communities so little at heart that they are not willing for the sake of a small fee to avail themselves of the benefits to be derived from membership of the Union? It is for all councils, not already members to answer.

Union Is Strength.

The ambition of the executive is to have every one of the 1,316 rural and urban municipalities of the Province of Quebec members of the Union.—And why not?

If only purely from self-interest it is surely the duty of a council that really wishes to serve the community to seek every means that will help in good administration. This is exactly what municipal Union gives. It is also to the interest of a community to join with other communities for self-protection of its public rights and the vested rights of its citizens against nefarious charters and charter sharks. Union gives this protection, not in itself, but by the power derived from a combination of many municipalities acting together for a common purpose.

But there is something bigger and grander than self-interest in municipal unionism, for no community lives unto itself. The community must take a neighborly interest in the nearby communities or it will mentally and spiritually starve — it would lose its soul—and the larger the interest and the broader the scope through the inter-communion of many communities, the richer will be the reward to each community. It is to bring about this larger inter-communion of municipal thought and ethics that Municipal Union will find its grand opportunity to build up the civic life of the nation. This is the purpose of a municipal union. What about the consummation which will not be complete until each one of the councils are enjoying the benefits of membership? Again we say it is for those Councils not already members to answer. Why not now by joining up.?

THE LATE SECRETARY OF THE UNION AND HIS ASSISTANT.

Included in the general report of the Convention of the Union of Canadian Municipalities, which appears in these pages, are the final official statements of the two oldest officers of the Union—Mr. W. D. Lighthall, the Honorary Secretary, and Mr. G. S. Wilson, his assistant. Both these officers have served the Union diligently since it was founded twenty years ago—the first without any personal remuneration other than out-of-pocket expenses, and the latter at a salary that did not allow many luxuries. During their period of office they were, in the words of the late President, “the whole works,” and whether or not we agree with such a system of administration, the municipalities of Canada, and those comprising the Union in particular, would indeed be ungrateful if they did not feel a proper sense of indebtedness to these single-minded pioneers of good municipal government and reform. Twenty years is a long time to serve one’s fellow men, but when it is considered that during that period and especially during the first part, municipal government was being tried in Canada by the acid test of selfishness, graft, jealousy and indifference, when good honest municipal men were few and far between, and when the charter sharks were having all their own way in the lobbies of parliament, it was indeed true service that Messrs. Lighthall and Wilson gave to their fellow citizens throughout Canada. What indirect results these two men have achieved in legislative and other reforms in municipal Canada will never be known, but for direct results those who have studied their Canada have only to refer back twenty years and compare the position of the municipalities at that time to their vastly improved position today. This in some respect has been made possible by the disinterested, continuous, service of Messrs. Lighthall and Wilson over two decades. While other executive officers have come and gone, these two have kept the municipal flag flying. Both gentlemen have now resigned, but are they to be forgotten? Those who know them and their work and those who have received the benefit of their advice, and the number is large, will not forget, but new men, temporarily interested in municipal affairs because of their official positions, keep coming to the front and the danger is that the spirit of unity, the first principle of the Union of Canadian Municipalities, and which was the great gospel of the late secretary and his assistant, may be forgotten.

Fortunately Mr. Lighthall is still with the Union in an advisory capacity, so that his services will not be lost, and in a lesser degree Mr. Wilson’s services are at the disposal of the Union, which brings up another point. Mr. Lighthall in his report recommended that his old friend receive a pension of \$1,000 per year. A special committee, owing to the financial position of the Union could only recommend that a sum of \$500 (not yearly) be given to Mr. Wilson. To our mind this is a scurrilous way of treating an old servant and the least the executive can do is to make the \$500 into an annual pension. When a man breaks himself—for this is exactly what Mr. Wilson has done—in the service of an organization, the least that organization can do is to see that his future is taken care of. Be that as it may, the members of the Union of Canadian Municipalities are under a debt of gratitude to their late secretary and secretary-treasurer.

A GREETING FROM SOUTH AFRICA.

The following letter from Mr. J. T. Yeomans, the treasurer of Oudshooru, S.A., speaks for itself. We are delighted at the opportunity that the letter presents of introducing to the Treasurers and Secretary-Treasurers of Canada one of their colleagues from far off South Africa, with the hope that Mr. Yeoman’s request will be met with that courtesy we ourselves have always received from municipal officials when asking for information.

Municipal Office,
Oudshooru,
Union of South Africa,
16th August, 1920.

The Editor,

I have read with much interest the deliberations of the Convention of the Union of Canadian Municipalities reported in your issue of October 1919, and the report of the Annual Convention of the British Columbia Municipalities referred to in your issue of December 1919.

I notice it was resolved at the latter Convention to recommend that provision be made in the new Municipal Act for the institution of a uniform system of accounting for Municipalities. At the former Convention Mr. John Perrie, in his address respecting the Municipal Department of Alberta, refers to the uniformity of records; the forms in use being those authorized by the Minister of Municipal affairs. The use of those forms had resulted in reduction of cost of recording, etc. etc. His remarks are very interesting.

Other articles in subsequent issues of your Journal indicate that Municipal Councillors and Officials are more alive to the growing importance of establishing Municipal Administration upon the soundest possible basis.

I wish, through the courtesy of your Journal, to get into touch with the Town Treasurers of a few Canadian Municipalities up to a maximum population of say 50,000. Will they oblige me by sending:—

(a) Copy of their last Annual Financial Statement.

(b) Copy of Treasurer’s report thereon.

(c) Copy of the Mayor’s minute (or that of the Chairman of the Finance Committee if separately issued).

Will you in your turn please furnish me with the addresses of the Secretaries of the Municipal Associations of Canada? I should like to get into touch with them in order to obtain specimen ruling of the account books, where the uniform system referred to above has been adopted.

I shall be pleased to forward in due course a copy of my next Annual Statements of Accounts of this Municipality.

Yours faithfully, J. T. Yeomans, M. Inst. M.T.

Town Treasurer.

The Canadian National Highway

The Vancouver Automobile Club, in association with other automobile clubs of British Columbia, recently deputed Mr. Percy Gomery their Director to find out the best route between Montreal and Vancouver. Mr. Gomery's report of his investigation has been published in book form and makes interesting and instructive reading. Mr. Gomery has gone further. He has named the route he took, which was partly through United States territory, "The King's International Highway." An excellent name, and one that we feel sure would be acceptable to all good Canadians and to all good Americans, but when Mr. Gomery would have the citizens of Canada accept his route in lieu of "The Canadian National Highway," he is reckoning without the national spirit of this country, which is determined on the "all red" route. The United States has seven national highways, and though Canada has in most of her provinces excellent highway systems, she has no interprovincial route.

When this Journal advocated some four years ago a "Canadian National Highway" from Glace Bay, N.S. to Cape Scott, B.C. as a memorial to our fallen soldiers, objections were made to the engineering difficulties, particularly north of Lake Superior and through the Rockies. On taking up the question with practical road engineers, who know the topography of the country, we were given to understand that the difficulties were easily surmountable, so that we felt when we took up the question again the following year that at the back of us were men who knew their business. In addition we found with us a strong public opinion, including the Inland Automobile Association of British Columbia, that went to the expense of preparing and publishing a map showing the route such a highway should take. And why should not Canada have a national highway of her own? The Dominion government has this year allotted \$20,000,000 to represent 40 per cent. towards the building of main roads, which means that at least \$50,000,000 is being invested in new roads for Canada. In addition every Province and every Municipality is spending huge sums in building and maintaining county roads and streets, so it will be only a short time before there is a network of well built thoroughfares in each province hardly equalled by any of the States in the Union to the South of us. It will then only be necessary to link up the provincial systems to have a National Highway—though not the National Highway suggested by us, which was that of one continuous concrete road from the Atlantic to the Pacific. We would urge every organization, that has anything to do with the building of and the running on roads, combine in preaching the gospel of linking up the provincial highway systems to the end that tourists may travel from Halifax to Vancouver on Canadian built roads on Canadian soil.

Outside the sentimental value of such a road in building up a national spirit there is the economic value, which has been proven in the provincial systems. As an illustration the Province of Quebec has within the last seven years spent around \$30,000,000 on its main highways and

county roads. This huge sum has been more than repaid to the Province in the volume of tourist traffic from the United States and Ontario, not only in increased business but in the opening out of the beauty spots of the province which without roads leading to them would never have been known. The same may be said of every other part of Canada where the authorities have been wise enough to improve their highway systems. As a momentary investment alone, then, the citizens of Canada are safe in completing the Canadian National Highway, and we have confidence that given the incentive the people will demand and pay for such a road, not so much because it would be a profitable investment, but because it would be a national effort worthy of the Dominion. It is up to the many organizations interested in good roads to give that incentive.

BONUSING INDUSTRIES.

The Hon. W. Mitchell, K.C., Quebec Minister of Municipal Affairs, in the course of a very able address given before the Union of Municipalities of the Province of Quebec, touched on a very vital question affecting the industrial life of Canada when he referred to bonusing which in the Province of Quebec has been made illegal. As the Minister said, statistics show that very few of the industries that had been bonused have amounted to anything—as a matter of fact most of the bonusing municipalities had been heavy losers. Yet the strange thing is that in most of the other provinces, municipalities still go in bonusing; and losing—in spite of the lessons of the past.

The prevailing idea that new industries bring in new tax payers is not always true as is instanced in the case of a small municipality that to secure a large industry not only gave a bonus, but freed the firm from local taxes for a period of twenty years, not only on the factory but on all property belonging to the said firm. In the course of time the firm built a large number of cottages for its employees on its own land, and under the original agreement claimed and got freedom from local taxes on the cottages. The consequence is that the older citizens, who make up to-day but half of the population have to pay double taxes for the benefit of the other half. Of course this is an extreme case, but it shows to what excess some municipal councils will go, because of a mistaken sense of their duty. The bonusing of industries should be made illegal in every part of the Dominion and the Provincial unions should work to that end. A resolution condemning bonusing was unanimously passed at the recent convention of the Union of Canadian Municipalities and it is hoped that at the coming session of the Provincial Legislatures such measures will be passed as have been exacted in the Province of Quebec. Responsible manufacturers require no bonus to induce them to locate in a particular municipality—those who are not responsible are no good to any community.

U. C. M. CONVENTION—Continued.

"During the war many municipalities developed a streak of economy of the kind that shows itself mainly in small matters. They thought that they could not afford to send delegates to our Convention. It is to be hoped that we are now returning to a proper perspective and a realization of the fact that anything which helps to a larger breadth of view in municipal affairs is, in the long run, the truest economy.

"I venture to make a few suggestions as a result of my experience during the year.

"The success of the Union must depend largely on the active support of the large cities. Montreal and Toronto, while they are only two municipalities, stand for more than a million of the people of Canada. If the large cities are prepared to play their part to assume the responsibilities of leadership, the other municipalities should be ready to accord to them a position at least commensurate with the number of people they represent.

"We should follow the example of the provincial unions and find a more prominent place, for the permanent civic officials. The rest of us are here to-day and gone to-morrow. An element of stability would be given to the work of the Union if more of it were in the hands of men who hold life jobs. Great strength would be added if in greater numbers, the counsel, solicitors, engineers and treasurers of the different Canadian municipalities were to meet with us in convention and discuss the problems which are facing them.

"The Executive of the Union is a clumsy affair. This year we have had a president living in Ottawa with vice-presidents residing in Bridgewater Nova Scotia, in Edmonton Alberta and in Kingston Ontario. Frequent meetings of such an executive are an impossibility. Further the president and vice-president never remain long in office. Usually they are changed by the convention. When they are not changed by the convention they are frequently removed from municipal affairs by their own electors. The result is that the secretary and the assistant secretary have always been the whole works of the machine. It will be remembered that Mr. Lighthall who has long filled the office of secretary resigned at the Kingston Convention. However no fitting successor appeared and we were obliged to ask him to continue the work for another year. Unfortunately during a large portion of the year the assistant secretary was in poor health.

"The Union does not need a secretary and an assistant secretary. What is really needed is one secretary who would be free to devote all or a large part of his time to the work. In my opinion it would be a distinct advantage if the secretary were located in Ottawa where a large part of the work must be done. If he lived in Ottawa there is no reason why he could not also do the work which has been done by our parliamentary agent. The money which in the past has been paid to the honorary secretary the assistant secretary and the parliamentary agent combined would not make a large salary but should be sufficient to attract a fairly good man.

"That there is plenty of work for the Union to do, no one can doubt. While there has not been much parliamentary work in the last few years, there is always need for a watchful eye on all proposed legislation.

"In other fields united action is necessary. One of these is before the Railway Board. We have recently seen individual municipalities trying to fight large corporations alone. Sometimes municipalities have actually hurt the common cause by assuming conflicting positions. In nearly all cases the efforts of individual municipalities have been futile. The fact is that no single municipality can spend the necessary effort and money to fight the highly efficient staffs of the large corporations. It is one of the weaknesses of our Union that the fees charged are too high for a purely educational association and too low for a fighting organization. There is no reason however in any contest why the funds of the Union should not be augmented by special contributions made to secure necessary experts and otherwise to ensure an effective concerted fight.

"We are told sometimes that municipal affairs are in their nature provincial and not federal and that provincial unions answer all requirements as to organization. It is true that municipalities are the creatures of the provinces and their constitution rests on provincial legislation, but, like all other persons natural or corporate, they carry on their activities in a field of divided jurisdiction in which the Federal Government seems to occupy an ever-increasing area. The municipality must be the working unit for the executive of many federal undertakings.

"The Dominion Government has of recent years attempted a good deal that has been of interest to the municipalities.

"We shall say nothing about the efforts to solve the cost of living problems through the municipalities—something that looked to many of us like an example of what is vulgarly called "passing the buck."

"The establishment of a Federal Department of Health found objection as being likely to interfere with provincial work. Yet it must be realized that health problems recognize no provincial boundaries. An outbreak of smallpox in Toronto proved of very considerable interest to Quebec and other provinces. If the great 'flu epidemic had been handled in a bold and energetic manner by some central authority there is no doubt many lives could have been saved. Some health matters can only be effectively solved by co-operation between the Dominion and the provinces. Others such as those relating to immigration, purity of food and drugs, proprietary medicines, pollution of international or interprovincial streaks, and the like lie almost exclusively within Dominion jurisdiction. Properly conducted the Dominion Department of Health can do a great work.

"The Dominion Government made an attempt to solve the housing problem by advancing \$25,000,000.00. The experiment can not be said to have been an unqualified success. At the best the sum of \$25,000,000.00 could not provide more than about 7,000 houses or perhaps less than the shortage in one of our large cities. Some of the provinces availed themselves of the assistance offered by the Dominion Government. Some of them held back and did nothing. As a result we have about 1530 houses built and 5000 houses planned for completion this year. The Dominion Government has apparently decided not to extend its work. In the meantime the housing problem is unsolved. To some extent it may be unsolvable by the plan adopted. It seems practically impossible at the present time to erect any house which the ordinary workman can afford to pay for, and no governmental body has yet undertaken to any considerable extent to provide houses to be rented. However, the problem still exists and unless financial conditions change some one will have to make an attempt at solving it.

"The effort of the Dominion Government through Mr. Thomas Adams to promote town planning met a rather hard blow in the war and in the economic depression which prevailed during the war and for which the war was only partly responsible. Yet it cannot be said that the efforts of Mr Adams and others were without result. While few cities have adopted any plan and while those with a plan have in some cases failed to follow it, the work has brought about a changed attitude. I am satisfied that municipalities now consider future development to an extent they did not formerly and very largely because of the campaign of education which has been put on.

"Apart from these matters which are peculiarly federal in their nature, most municipal questions can be advantageously discussed by an organization having representatives from all parts of Canada. Even in the old fields, water supply, sewage disposal, road-making and the like, we can each of us learn from the mistakes and successes of others. Heaven knows that even in these most ordinary undertakings of municipalities, the mistakes made in Canada have been terribly costly. The pitiable part is that nearly all of them could have been avoided by a little common sense and a small amount of engineering ability,—often by simply copying what had already been done in some other place.

"In many matters uniformity of action must be secured over a wider area than one province. For example, would something not be gained by the adoption of a general policy in regard to bonusing of industries? At the present time some cities in Canada are paying a heavy price and imposing a serious burden on themselves to attract industries which must in any event be located somewhere in Canada. In many instances this is the result of an unhealthy rivalry between cities and towns. In my opinion a general prohibition against bonuses of any kind would be of great benefit to the country as a whole. Whether I am right in this or not, some limitation of competitive bidding for industries is surely necessary. Any restrictions within one province only are likely to lead to difficulties. For example, it is not easy for the City of Ottawa to say that it will not give bonuses while the City of Hull in another province but only distant a few hundred yards is willing to make grants. This is only by way of example of many questions which can be best discussed by a national organization.

U. C. M. CONVENTION—Continued.

"A work that must be considered of no mean importance and which can be assisted by a federal organization is that of impressing the citizens of Canada generally with the seriousness of municipal government. The Dominion of Canada in the year ending, March 31, 1919, collected, per capita,—that is from each man, woman and child,—\$25.14. The city of Ottawa which boasts of a lower tax rate than almost any other city in Canada, collected for taxes and water rates, \$28.68 per capita. That is to say measured in taxes, municipal government is of more importance than the federal. The people generally do not realize this. Nor do they realize the fact that the sphere of municipal work is increasing every year. A few years ago a municipality made roads, provided police protection and fire protection and did little else. Even within my short municipal life a great change has taken place. Municipalities are taking over public utilities and are likely to take over more. They are being forced, some of them to undertake directly the care of the sick and the infirm. The City of Ottawa is to-day calmly contemplating the erection of a civic general hospital to cost \$2,500,000.00—something that would not have been thought of ten years ago. Many of the municipalities now do a large health work. We have organizations to look after the babies, school inspection, free clinics, supervised playgrounds and

REPORT OF HON. SECRETARY W. D. LIGHTHALL, K.C.

The Honorary Secretary, Mr. W. D. Lighthall, K.C., submitted the following report:—

To my report last year I took the liberty to add a valedictory, following my resignation in March, due to the fact that I thought my work in founding and carrying on the Union was in essence accomplished. I was however asked to continue until reorganization should be accomplished.

I regret to say that unfortunate events have not permitted great progress during the past year, which has happily been a quiet one. The principal difficulty has been the long and severe illness of Mr. G. S. Wilson, the Assistant Secretary, whose duty was to carry out the financial and other details of the work of the Union, and who has so efficiently and acceptably filled that office for a long term of years. Mr. Wilson was ill from October to March. At first he was reported to be suffering from an ordinary bad cold, but as weeks passed his condition became so bad that his life was despaired of. This caused me very great difficulty in carrying on the correspondence and policy of the Union, keeping complete connection with members, giving information required, and so forth.

It was found impossible to secure a full substitute. The services of Mr. Sampson, City Clerk of Outremont, were at length secured, who gave considerable willing aid—but naturally was unable to follow up the daily threads, and could not spare time from his official duties for more than two or three consultations.

Mr. Wilson has now arranged to resign as Assistant Secretary. I recommend that his long and faithful services be recognized by a retiring pension of One Thousand dollars a year, attached to the duty of rendering such consultation services as may be required of him. His experience will be valuable. I think the Union can be now so managed as to afford the pension in question.

Other recommendations will doubtless come before you in the course of the Convention.

There has been unusually little in the way of Parliamentary legislation affecting Canadian Municipalities this year,—the crop of private bills having been remarkably small, owing doubtless to difficulty of financing.

In the matter of the City of Toronto's proposed amendment to the Railway Act against the Toronto and Niagara Power Company's claim on certain streets raising from the Privy Council's decision, the City lost the amendment by seven votes in the House of Commons. It was a matter of sincere regret to our Executive that the City did not invite the assistance of the Union as we felt that in view of the soundness of the City's case, we could easily have brought to its aid a considerably larger number than seven votes. Toronto however has promised a delegation to assist in our deliberations at this present Convention and we will all welcome the prospect of closer co-operation in future.

The Bell Telephone Company obtained passage of an Act increasing its capital to \$75,000,000. As this raising of new capital was a proceeding demanded by the municipi-

innumerable other enterprises unheard of a few years ago. Every year the sphere of municipal activity is growing and the importance of municipal government increasing. I believe the municipal work is assuming a more dignified position but there is still great room for improvement. Many people think that municipalities will be saved by new machinery of government. Some changes are no doubt desirable. For example, Ontario suffers from a serious handicap in the curse of the annual election, an ordeal that few can stand for very long. But I do not believe that the great need in municipal affairs is new machinery. What we need is big men who will stay long enough in municipal politics to learn the business. The successful business or professional man who jumps into municipal politics and jumps out again in a short time is almost inevitable a failure. To keep big men the public must be prepared to treat them as big men. If they are to be paid for their services in money, they should be paid what their labor would command elsewhere. But above all, the position must be impressed with an honorable character. The municipal councillor has been too long associated with the mother-in-law of the funny page of the newspaper. He has suffered too much from senseless criticism and abuse. After all the best coin in which a public man can be paid, the recompense which will bring greatest results is the confidence and respect of his fellow citizens and a generous appreciation of his efforts."

palities in the Rates Case, we could not, and did not, object.

Before the Dominion Railway Board, the Bell Telephone Company made another application regarding increase of its rates, following its first or "emergency" demand of last year. It was granted the increase demanded, an outcome which was considered inevitable in view of the continued high cost of labor and other operating expenses.

The Telegraph Companies of Canada likewise applied for increases of rates, and were granted similar concessions for the same reason.

A further demand by the Bell Telephone Company has just been foreshadowed by the remarks of its Toronto manager, Mr. Dunstan, who declares that this Company must have an assured dividend of eight per cent. This involves a principle somewhat open to discussion.

Before the Supreme Court, the appeal from the Dominion Railway Board of the City of Toronto was argued in the matter of last year's decision regarding the "emergency" increase to the Bell Telephone Company. The plan of this case had been devised by Mr. Fairty, Toronto's able counsel, and myself. I was prevented from being present by the death of my father.

The affairs of the various Provincial Unions may now be reviewed. The outstanding feature is the sudden rise of the flourishing Union of Quebec Municipalities, taking its place proudly beside the other daughters of the Union of Canadian Municipalities. For a number of years we have made attempts to establish this Union, but have been failed by unfortunate events. In its first form it lost energy through the departure for the war of its splendid first Secretary the lamented Talbot Papineau. It has now been reconstructed through the energy of Mr. Frederick Wright, Mr. Rosaire Prieur, Mayor Beaubien, and some other gentlemen whose faces are familiar to you. Its hearty support to the present Convention indicates the good terms which it cultivates with the Parent Union.

We are in earnest hope that as sturdy an infant may be born again in the Province of New Brunswick, where for years a vigorous Provincial Union was carried on through the personal enthusiasm of the late Mr. J. W. McCready, City Clerk of Fredericton.

In Nova Scotia, the Provincial Union has always been flourishing and well managed, owing to the great ability and sound discretion of our Vice President, Mr. Arthur Roberts, K.C.

The Ontario Municipal Association never was in better condition. The Western Unions are also in good shape.

It is very important that the Provincial Unions, fulfilling their own work, should not forget or lose connection with the general Union. The constant changes in the personnel of elected municipal men constitute a tendency towards disruption. The West and the East need to be kept together on some workable system, of which a part should consist in encouraging permanent officials to take part in the Union.

We have been constantly pressing for years for sev-

U. C. M. CONVENTION—Continued.

eral special reforms. One of these is the establishment in every Province of a Municipal Department of the Government. It has now been established in most of the Provinces. We hope Ontario will be the next. Two years ago it was Quebec. The splendid work done by the Department of Municipal Affairs of this Province merits our warmest praise. (Mr. Oscar Morin, and Mr. Marquis have taken great trouble to aid and back up every movement of municipal improvement. Possibly they may solve the difficult problems of Housing and Town Planning. The Annual Reports of this Department are models of their kind, and deserve recognition and commendation.

We hope next that the much needed reform of a Dominion-wide system of Uniform Municipal Statistics and Accounting may follow.

During the year the Union sustained the loss of a kindly friend in the person of the late Mr. John Perrie, the efficient Deputy Minister of Municipal Affairs of the Province of Alberta. Many will long remember his wise words and genial smile.

The finances of the Union have not been good during the first part of 1920. It is to be hoped that earnest efforts will be made to bring back the normal revenue, and to increase it, which I think can be done. The details will be given by the Assistant Secretary.

A new arrangement of some kind with the Canadian Municipal Journal would seem to be in order. It is hard to see what can be done without increased finances. Meanwhile the paper has gone its own way — although a friendly relation subsists.

I am glad to feel that this Convention meets in the Mother City of Canada, where the two languages interchange in friendly converse, and where broad-minded men are forging another link of brotherhood between the two great races which today unite in the leadership of humanity.

FINANCIAL REPORT.

G. S. Wilson, Assistant Sec.-Treasurer.

The Assistant Secretary-Treasurer presented his re-

port for the preceding calendar year reading as follows:—

To the President, Officers and Members of the Union of Canadian Municipalities.

Dear Sirs:—

Herewith I beg to submit my Financial Report, with Statements in detail, and Vouchers of Receipts and Expenditures for the year ending December 31st., 1919. Also attached is the Auditors' report.

RECEIPTS.

Cash balance, January 1st, 1919	.....	\$272.43
Bank interest	.....	16.21
Fees from Municipalities	.....	4,001.00
Fee from Nova Scotia Union	.....	50.00
		<hr/>
		\$4,339.64

EXPENDITURES.

Exchange	.....	\$ 5.50
Telegrams and telephone	.....	21.27
Books and printing	.....	62.90
Sundries	.....	19.20
Convention and executive meetings	.....	301.30
W. D. Lighthall, K.C. General expenses	..	1,710.00
G. S. Wilson, Secy.-treas. Salary, postage, stationary, annual report	.....	1,830.00
Agent	.....	200.00
		<hr/>
		4,150.17
Balance	.....	189.47
		<hr/>
		\$4,339.64

Mr. President, and members of the Union of Canadian Municipalities, on account of continued ill-health, I herewith ask you to accept my resignation as your Assistant Secretary, and I take this opportunity, after many years of intercourse with the municipal men of our country to express my whole hearted pleasure and many thanks for their friendship and co-operation in the work of the Union.

(Signed) G. S. WILSON.

On motion of Alderman C. W. H. Rondeau of Westmount seconded by Alderman Martin of Edmontou, the report was referred to the Executive Committee for consideration.

REPORT OF PARLIAMENTARY AGENT.

FRED. COOK (Ex-Mayor of Ottawa).

The Honorary Secretary-Treasurer submitted and read the following report of Mr. Fred Cook of Ottawa, Parliamentary Agent of the Union.

To the close observer of the proceedings of Parliament, nothing is more striking than the evident determination of our legislators to go slowly in the matter of railway charters. In years gone by the mania for railway construction, the duplication and even triplication of lines through the same territory, have imposed a heavy financial obligation upon the country. The need for economy was never greater than it is at present and, so far as Parliament is concerned, it is quite apparent that the absolute need of a line through new territory must now be shown before the requisite authority to build is forthcoming.

At the past session the attention of the Railway Committee was occupied for several days hearing the representations of residents from the vicinity of North Battleford regarding the pros and cons of two projected lines through the district. Hon. J. D. Reid explained that the Cory-Birch Branch conflicted with plans which the Government had completed for the construction of a line from North Battleford to Turtleford through practically the same territory. The Railway Committee was unanimously of the opinion that the construction of the two roads was not justified at present but after considerable discussion, the C.P.R. Bill became law, with an amendment on the lines suggested by the Minister of Railways.

Similarly with regard to the Bill to incorporate the Pabos, Amqui, Edmundston Railway Company, with power to build a line from Pabos, Gaspé County to Edmunston, N.B., considerable opposition developed in the Committee because the projected line would, in part, duplicate existing roads. Eventually the preamble was declared not proven by 31 to 29 on the ground that "the passage of this measure at the present time would not be in the public interest". It is a cheering sign to observe the present trend of opinion in Parliament. So far as the Parliamentary Committees are concerned, I think I am justified in saying that after close intimacy with their procedure during the past thirty years, the greatest care is taken in the consid-

eration of private bills, and never was this more exemplified than at the last session.

From a municipal point of view an amendment to the Railway Act is of paramount importance. Chapter 66 of the Statutes of last session, amending the Railway Act, 1919 confers jurisdiction upon the Board of Railway Commissioners to make "such orders and regulations as the Board, by reason of real or apprehended scarcity of coal or other fuel supplies in Canada, may deem necessary or advisable for the provision of such supplies and for the distribution, control and disposition thereof". The powers of the Board extend to the trading in and to the exportation importation, production and manufacture of coal and other fuel supplies.

This section will continue in force until the last day of the next session, but should circumstances require an extension of the powers of the Board, doubtless it will be forthcoming.

Another amendment to the Railway Act was adopted, to the following effect:—

"Section six of the Railway Act 1919, chapter sixty-eight of the statutes of 1919, is amended by adding thereto the following subsection:—

(2) The provisions of paragraph (c) of this section shall be deemed not to apply to any street railway, electric suburban railway or tramway constructed under authority of a provincial legislature, and which has not been declared to be a work for the general advantage of Canada otherwise than by the provisions of the said paragraph.

Provided that this subsection shall not affect or come into force with respect to any street railway, electric suburban railway or tramway in the province of British Columbia until the expiration of one year from the passing of this Act.

It will be observed that British Columbia is especially interested in this particular amendment. It was opposed by Mr. M. Crossen, Counsel for the City of Vancouver, but was eventually carried by 35 to 6.

Western Canada is pretty well blanketed with railway charters. A new application covering the most northerly section of the Dominion was submitted by an English syndicate, which secured incorporation as "The North-

U. C. M. CONVENTION—Continued.

West Route Limited." The company is authorized to build a line of railway from the westerly end of Baker Lake, thence north-westerly to Schultze Lake and on to Old Fort Reliance, on Great Slave Lake. This covers a section of country which has been found to be very highly mineralized. The charter was adopted with the insertion of a section making the company amenable to any regulation or ordinance now in force or hereafter to be made by the Commissioner of the North-West territories.

The principal measure of the session from a municipal standpoint was the Bill increasing the capital stock of the Bell Telephone Company from \$30,000,000 to \$75,000,000. This increase, it was represented, was required for renewals and extensions of the company's business. Early in the session, there was some talk of general opposition to the application, but no concerted action was taken, presumably on the ground that the increase of capitalization was necessary. An effort was made by the City of Toronto to force the passage of an amendment requiring that future issues of capital stock, bonds, debentures, etc., must receive the approval of the Board of Railway Commission-

ers both as to the amount and manner of issue. This amendment was moved by Mr. Hocken, M.P., but was rejected by a vote of 27 to 18.

For the last three or four years Mr. J. E. Armstrong, Member for East Lambton, has made strenuous efforts to place vessels plying on the Inland waters of Canada or engaged in coastwise trade under the control of the Railway Commission as regards rates, toll, tariff agreements, and arrangements, time of call and duration of stay, and all matters pertaining to the carriage of goods. Mr. Armstrong made out a strong case and, although he was not successful in securing the passage of his Bill, yet by his pertinacity he will eventually achieve success.

Private bill legislation was light, but in every case where the interests of a municipality—whether a member of the Union or not—were likely to be affected, due notice of the application was given.

Mayor Clarke (Edmonton) enquired whether the Parliamentary Agent could ascertain whether the military authorities had power to declare martial law without the consent of the civic authorities. Mr. Lighthall suggested that the question ought properly to be addressed in another quarter.

OUR MUNICIPAL AND LABOR

F. A. Acland (Deputy Minister of Labour).

Mr. F. A. Acland, Deputy Minister of Labour for Canada, gave the first paper on the programme, and the subject of his address was "Our Municipalities and Labour".

Mr. Acland explained that he had hesitated to accept the invitation to address the Convention, but from the nature of his duties at Ottawa had become strongly impressed with the desirability of improving the situation at present obtaining as between Canadian municipalities and their industrial workers, and had thought it might help if he took this opportunity of discussing the matter with the important municipal officials who would attend the gathering. The problem was one of increasing importance, and could be apparently dealt with effectively only by the development of a definite policy on the part of the municipalities themselves. The municipalities are the creation of the provinces, and are administered under laws made by the provinces. The Federal Government was, in the view at any rate of the municipalities, somewhat far removed from the municipal arena, and any action taken by Federal officials was therefore of a somewhat tentative character, taken with the concurrence only of the municipality and lacking necessarily in forcefulness. The speaker explained that the subject had been for some time so important an element in that branch of the work of the Department of Labour pertaining to industrial disputes, that in his report for the preceding fiscal year it had been discussed at considerable length, and in his remarks he intended drawing extensively on the remarks already made public in the report.

The matter had been forced on the Department of Labour in connection with the administration of the Industrial Disputes Investigation Act, 1907. This Act, it was pointed out, is declared in its title to be "An Act to aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries connected with Public Utilities". In the interpretation clause of the statute "employer" was defined as meaning "any person, company or corporation employing ten or more persons and owning or operating any mining property, agency of transportation or communication, or public service utility, including, except as hereinafter provided, railways, whether operated by steam electricity or other motive power, steamships, telegraph and telephone lines, gas, electric light, water and power works". The term "employee" was defined in the interpretation clause of the statute as meaning "any person employed by an employer to do any skilled or unskilled manual or clerical work for hire or reward in any industry to which this Act applies". At the time of the enactment of the statute in 1907 no particular thought appeared to have been given to the position of municipalities or to the question whether or not the statute would embrace disputes between a municipality and classes of workers employed in public utility industries. It had probably been assumed that the statute was applicable to all phases of the industries enumerated.

The speaker explained that the effect of the statute, so far as concerned disputes in the classes of industry above indicated (those connected with mines and public utilities), is to provide that no strike or lockout could be lawfully declared unless and until the matter of the dispute involved had been dealt with by a Board of Conciliation and

Investigation established under the terms of the statute, and penalties are provided for any infringement of the statute. In a dispute arising in any of these industries it was necessary only that either of the parties concerned, employer on the one hand or workmen on the other hand, should make application in a prescribed form to the Minister of Labour, on receipt of which a Board of Conciliation and Investigation would be established. The consent of the other party to the dispute is unnecessary, and in the event of the second party to a dispute not desiring to name or neglecting to name a person for appointment to a Conciliation Board, the statute requires that the Minister of Labour shall make the necessary appointment without recommendation. In the general administration of the statute, it was pointed out, it happened but seldom that either party to a dispute refused to make the necessary recommendation. The third member of a Board, who is Chairman, is secured by joint agreement when possible, and when not secured in this way is appointed by the Minister of Labour. The practice has been to secure the services of judges for the chairmanship, but it is not necessary that the Chairman shall be a judge and not infrequently the chair has been filled by a layman.

Apart from disputes relating to mines and public utilities, to which the statute directly applies, its provisions may be invoked under a particular section, No. 63, in any other class of disputes, but the Minister is able to establish a Board in such cases only by joint consent of the parties respectively concerned.

The importance of the question of the municipalities and industrial disputes was growing from year to year. Many disputes of this nature did not come in any way formally before the Minister of Labour, but the number of municipal industrial disputes which came before the Department in some form was considerable. Mr. Acland explained that when, in the early days of the life of this statute, a dispute between a municipality and its employees would be brought to the attention of the Department by means of an application for a Board it was the practice to establish a Board of Conciliation if the dispute affected any class of labour which could be regarded as a public utility; also in the absence of any distinct protest by the municipality on the ground of jurisdiction. In this way various municipal disputes affecting clerical workers and classes of labour other than police and firemen were arranged; the question of jurisdiction was avoided rather than determined. At the same time various municipalities, while not formally objecting to the establishment of a Board of Conciliation and Investigation for the settlement of a particular dispute, had questioned if the Act properly extended to a class of disputes in which the employer was a body created by and responsible to the government of the province. The point raised had been, at various times, discussed informally by the Department of Labour with the Department of Justice, and the view had been formed that, if and when the question of jurisdiction should be raised by a municipality or province, it would be desirable to establish a board only if the municipality in question and the employees specially concerned were mutually agreed on this course, procedure being then taken as under section 63, which extends the jurisdiction of the Act as explained above.

U. C. M. CONVENTION—Continued.

The question of jurisdiction was raised definitely in connection with a dispute affecting the employees of an electric street railway operated and owned by a municipality. Electric railways as such are specifically included within the terms of the statute, but such inclusion would obviously not apply where the statute had no jurisdiction. In the case in point a Board of Conciliation and Investigation had been established before it had been realised that the municipality concerned would not be a consenting party. The fully constituted board, being duly convened to open its inquiry, was served with an injunction restraining it from proceeding. The injunction was not opposed by the Dominion authorities and no inquiry into the dispute took place before the board.

The ruling was then made that the Minister of Labour would not, under the Industrial Disputes Investigation Act, 1907, claim jurisdiction in a dispute where the employer is a province or a municipality or an undertaking controlled by either of these authorities, but would encourage the use of the machinery of the statute under clause 63, that is, by joint consent. Since this ruling was made there have been numerous such disputes, many of which have been the subject of application to the minister for a Board of Conciliation; the department has strictly adhered to the practice above indicated.

Police and Fire Service Disputes.

The most acute aspect of industrial disputes involving municipalities is found in the case of firemen and policemen. It is not clear that these occupations could be in any event classed as public utility industries. Apart from the question of Dominion-Provincial jurisdiction, a board could be presumably, when demanded, established only by mutual consent of both parties to the dispute. There are thus, in this class of cases, two distinct grounds for disclaiming positive jurisdiction under the statute.

The heads of municipalities have been by no means consistent in the attitude taken to the question of the applicability of the statute of municipal industrial disputes. For several years requests for conciliation boards came only from the employees and in no case from a municipality. The jurisdiction of the department, if questioned at all, was questioned by the municipality, but procedure under the statute was arranged by formal or informal consent of both parties. After the departmental ruling had been made that where the employer is a municipality, etc., no board will be established save by joint consent, pressing requests were received, in several cases from municipalities, that conciliation boards might be established. In two important cases such requests were received from the municipal officers of cities which had previously denied the jurisdiction of the statute. This inconsistency would have been immaterial if the employees, having in mind the treatment their application had previously received from the municipal officers, and being now aware that concurrence was optional, could not resist the temptation of imitating the previous action of the municipality and refusing concurrence, thus preventing an inquiry before a Board of Conciliation.

Several disastrous municipal strikes have occurred as the result of the unwillingness of one or other of the parties concerned to submit the dispute to the provisions of the Industrial Disputes Investigation Act (though the refusal is most frequently from the municipality); on the other hand no alternative and competent tribunal has been suggested. Policemen were during the year on strike in Toronto and St. John, and firemen struck in several cities of the Dominion. The members of the police and fire forces had as a rule organized as separate trades union bodies entirely distinct from and independent of each other. In case of the police no central organization had been yet evolved, either for the Dominion or on an international basis; each unit is independent, though should the movement persist a central organization will in all probability arise. In the case of the firemen a central body known as the International Fire Fighters' Association had already come into existence, with headquarters at Washington, D.C. The local units both of police and firemen affiliated in a number of cases with the Trades and Labour Congress of Canada, and that body seems to have had no hesitation in granting charters to the two services. It was frequently on this point that disputes between municipality authorities and police or fire workers took on their most serious aspects, the municipality almost invariably taking strong ground against the affiliation of the members of either of these forces with the Trades and Labour Congress of Canada, such affiliation involving, it was generally understood, the right to exercise the power

of strike common to other unions so affiliated. In the case of the police it was urged, with much apparent reason, that, since the enforcement of the law is the special duty of the police force, members of police trades unions might not infrequently find themselves in a position where the principles of trades unionism clashed with the duty of enforcing the law; as, for instance, where, in a tumult growing out of a strike or lockout, a police officer might be requested to take action antagonistic to strikers and contrary perhaps to his natural promptings as a trades unionist. That the guardians of the law might themselves be on strike seems hardly to have been deemed possible.

In the case of the firemen the arguments against trades unions ran necessarily on somewhat different lines. It was held inconceivable that men appointed for the special purpose of protecting the community from fire should desert their posts and leave a city to be a prey to the devouring flames.

Members of the police and fire brigades were not, however, convinced by those arguments, and local unions of both bodies continued to affiliate with the Trades and Labour Congress of Canada and to claim the right of exercising the usual powers of a trades union. It is a striking illustration of the general community of sentiment in different countries as to these matters that, at about the time the question of the trades-unionizing of police and firemen was being most actively discussed in Canada, the same subject was a matter of acute dissension also in both Great Britain and the United States. Questions of wages and conditions of work were of course causes of contention between the controlling municipalities and the bodies in question, but in all cases what appears to have been the practically insurmountable obstacle to an agreement was the determination of the members of the police and fire forces to identify themselves with the trades union movement and the refusal of the authorities to permit such a course. In Great Britain the dispute resulted in a strike of the firemen of the vast metropolitan district, and London was for a period without protection from fire, save for such as might have been accorded by volunteer agencies. The police dispute in Great Britain was on a wider scale, being practically on national lines, a strike here also ensuing. In this case the police of the metropolis and those of practically all the large cities were ordered out; the strike order was not, however, as widely obeyed as the leaders had expected, and, after a week or two of excitement with half the police forces on strike in many cities, a compromise was affected, leaving however, no satisfactory solution with respect to the question of trades unionism of either policemen or firemen.

In the United States firemen were, from time to time, on strike in different cities; the police were a little later in organizing in the United States, and it was some time after the close of the Dominion fiscal year 1918-19 that there occurred in Boston a spectacular police strike. The strike was resolutely opposed by municipal and state authorities, and the strikers were entirely defeated, even to the refusal of reinstatement to former positions. In Cincinnati, Ohio, the settlement of a police strike was more in the nature of a compromise.

This subject has been discussed somewhat fully because the question involved remains in all English-speaking countries unsettled, and the trouble is one which will undoubtedly re-occur from time to time, in Canada as in other countries. So far as Canada is concerned, if the official view of the question of jurisdiction as above indicated is correct, then the Industrial Disputes Investigation Act is ineffective as an instrument to meet the emergency, not because of any remediable defect in its provisions, but because of the constitutional limitations of federal power; neither the Industrial Disputes Investigation Act nor any other Dominion statute could give the Dominion a jurisdiction which belongs to the provinces. The point involved is a highly legal one and no positive opinion is here ventured.

Apart from the question of jurisdiction, the right of the members of a fire or police brigade to join a trades union is a matter which also requires consideration. Neither police nor firemen appear to have been, by any law, federal or provincial, forbidden the right to join a trades union; the point involved would therefore seem to be rather one of policy than of legal rights, and undoubtedly the arguments above indicated are strong reasons why these pro-

(Mr. Acland's paper is continued on page 280.)

THE MUNICIPALIZATION OF PUBLIC UTILITIES.

L. A. HERDT, Esq., E.E., D.Sc., Vice-Chairman of Montreal Tramways Commission.

U. C. M. CONVENTION—Continued.

TUESDAY JULY 27th., at 2 p.m.

On the re-opening of the Convention the Chairman informed the meeting of the unavoidable absence of Dr. L. A. Herdt who had however forwarded his paper "The Municipalization of Public Utilities" which was thereupon read by Mr. W. D. Lighthall, K.C., as follows:

"Public Utilities stand face to face today with the greatest crisis in their history.

In very few cases, profits under the new scale of wages and with the old rates for service may still be sufficient, but a large increase in the cost of labor and the cost of material and supplies has placed upon the public utilities in Canada and in the United States a burden which it cannot properly be asked to bear.

In the larger number of cases it is unable to bear it. Public Utility Service is a necessity in small and large cities. We could no more do without light, power and transportation, than we could do without bread. A public utility as its name implies is designed to render the amount of service which the public needs in the commodity or necessity which it supplies.

The Public Utilities of Canada and the United States and particularly the Street Railway Companies are clamouring for financial relief through increased rates and fares. The business does not pay. The great industry of transportation is staggering under the burden of increased cost of labor and material. Capital cannot be drawn to it and capital is required to finance betterments and extensions. The whole structure of the franchise relationship between the public utilities and the various communities has broken under the strain of increases in cost of labor, material and supplies.

A public utility, within a given urban community is naturally a monopoly and its operation should be such as to secure to the people the best public utility service that is practicable, but the full cost of this service must in the long run be borne by the public.

If this service is given by a private company, this cost must be made up through the rates.

If the service is secured by municipal operation, the cost must be made up through the rates, special assessments or through subsidies from taxation.

Whether the public shall decide to operate the public utilities themselves through the Municipal authorities, whether it assumes control over these, or allows them to remain in the hands of private investors, the price at which their products are sold must be sufficient to operate the plants and give a sufficient return on the money invested in the enterprise, that is, the rates or fares must cover (1) operating costs and maintenance (2) interest on money invested—whether this money is that of private investors or that of the municipality.

The question of the wisdom or policy of private or municipal ownership and management must be solved in each instance with reference to the problem as to under which policy will the public receive the greatest economic benefit, that is which policy will bring to the public the best return for the money it will pay out for the service.

Can municipal or governmental bodies meet the test of operating large public utility enterprises as successfully as it can be done through private initiative? It has done so in certain instances to my knowledge. The most prominent example of a public utility successful under

municipal ownership is that of the Winnipeg Light & Power Department—controlling and operating a vast hydro-electric enterprise, supplying light, heat and power to the citizens of Winnipeg at very cheap rates—but the success of this enterprise has been mainly due to the fact of the City having developed at low cost a water power of large potentiality, and again that the whole enterprise was placed under the management of a trained business man and expert engineer without interference by the municipal body.

I am firmly of the opinion that at the present time, each separate case of public utility operation in the City has aspects peculiar to itself and it is impossible to solve all questions by some simple rule or formula.

The public requires and desires to be protected against unreasonable rates—it also desires to see speculative profits eliminated from the financing of public utilities—that is all.

If the public was convinced that the government, whatever it may be, is fitted to undertake and carry out the management of all municipal affairs including public utilities, it will probably ask that this be done; but the large and important problem involved in the economic development and operation of light and power plants, urban, suburban and interurban railways require men of ability, trained and fitted to handle such problems and whose tenure of service and standing is free from political influence.

Municipal ownership is urged by many as a panacea against the large increase of rates and fares which the public utilities have had to charge for their services. The public is under the impression that street railway enterprise particularly is operated solely for the benefit of the investors, that it is an usurper of the streets and that the business is conducted solely in the hope of securing profit and awarding loss to its owners.

Let me say that there is not one street railway property in Canada, today, that is operating at a profit, and that the speculative element, both in Canada and the United States is a thing of the past.

The whole complex financial structure of the public utilities, in Canada, is on the verge of collapse.

I am firmly of the opinion that the best service which can be given to a community is by private ownership, with private management under regulation and control, with such regulation and control as will assure to the public fair and reasonable treatment in all matters of service, rates and safety. Regulation that will encourage and reward those supplying the energy, enterprise and capital without which the highest development of public utilities is impossible.

In referring to the subject matter of the paper, Mr. Lighthall dwelt upon Dr. Herdt's particular experience with the Montreal Tramways Commission in the close supervision of its work. Mr. Herdt had objected to the title given his paper, viz, "The Municipalization of Public Utilities", but principally on the ground that municipalization was contrary to the ideas of the body which he represented. In this Mayor Clarke of Edmonton might not agree, but the Union of Canadian Municipalities was not lending its support to either side of the question. Mr. Lighthall ventured to say that municipalization was absolutely necessary in some cases, but impossible in others.

It was moved by Mayor Thurber, seconded by Mr. Garceau, and resolved that the Convention offer a vote of thanks to Dr. Herdt for his contribution on this subject.

"LATEST IDEAS RESPECTING PUBLIC HEALTH."

HON. W. F. ROBERTS, M.D., Minister of Health, New Brunswick.

Hon. W. F. Roberts, M.D., Minister of Public Health, New Brunswick, in presenting his paper on "Latest Ideas Respecting Public Health," stated that New Brunswick highly appreciated the honor extended to him of addressing the Convention, representing as it did the municipal circles of the whole Dominion. The loss the world had sustained of seven million men between the ages of 18 and 35, the very cream of the universe in brain and muscle, all would explain the prime importance of a department devoted to the conservation of the public health. Coincident with the last year of the war an epidemic of influenza had made further tremendous inroads upon the population, but there were still other plagues more devastating than the war and the influenza epidemic together and it was these that his Public Health depart-

ment were called upon to fight continuously in New Brunswick.

I would not like to undertake a list of the "latest" things in Public Health, for if I did, it might easily happen that I had omitted the very latest. This, indeed, would be probable, as new methods and enlargements of scope are almost, now, of everyday occurrence. This is because a change, almost revolutionary in its nature has come over the Western world relative to the importance of conserving the public health. This change is not so much a matter of method, as of scope. The methods formerly used are, mainly, those of today. Vaccination, quarantine, nuisance removal, the maintenance of food purity, plumbing, drainage and disposal of sewage, and other time honored services are still with us and are worked out, mainly on old principles. But our horizon has widened. The word "pre-

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vention" has assumed a new significance. We are no longer content to merely remove obstacles from the path of the public health, and permit the people, generally to imagine that these obstacles, being removed, never existed. A new ambition has seized us. Ardor and enthusiasm for the maintenance of health, we are resolved are no longer to be confined to any official class. Every man and woman, and even child of discretionary years, are to be in a sense, their own preventive officers and are to be taught to avoid of themselves, these harmful things and in a positive way, to learn to put away multitudes of other detriments to their well-being that their forefathers had not even a conception of. In a word, the predominating principle of modern hygiene is education, or to vary the popular expression for a better one, enlightenment.

The public is no longer to be driven; it is to be led, or rather to attain such a degree of appreciation of right living, that they shall be able to go forward largely of their own initiative. This, if not the latest, is certainly the most important idea introduced of late years into public health administration.

HOUSING

Take Housing, though one of the oldest problems, the subject of housing has assumed an urgency that really converts it into a late and pressing exigency. There seems to be not enough houses to "go around". Building was practically at a stand-still during the war, and the enormous advance in prices since its conclusion, has been almost prohibitive of new construction. Here the state has already stepped in, both in this country and in England. In the latter country, especially, a proper method seems to have been inaugurated, and according to last press report, the Ministry of Health in England is preparing to erect 24,000 houses at a proportionately large expense. I am not in a position to know the exact method by which such work is to be carried out, but I am sure you will bear with me, if in a few words as possible, I give you my own ideas relative to such an enterprise.

The Municipality should be given authority to borrow, from time to time, amounts of money sufficient to provide homes for its citizens in need of same; homes that are plain but substantial, that is; of brick or cement rather than of wood, for if constructed of the latter they, many times, serve but one purpose viz.—supplying fuel for a conflagration; which, I take it should not be the policy of a modern city. These houses should have within and without those features which are today recognized as absolutely essential for the physical and moral well-being of its tenants. There should be the air and garden space in the rear and a delicate measurement of nature's carpet in front as an appropriate finish. Internally ventilation, sanitation, heating and cleanliness should appear in their latest dress. These houses should be standardized in every particular, thus from a comprehensive viewpoint making it possible to build at much reduced rates. There is but one way that such buildings can be successfully erected and taken care of, this is,—being built and owned by the municipality.

This is one example at least, whatever we think of such generally, where municipal ownership can play a most important part in those matters that are today occupying a foremost position among the Nation's problems, viz.—Reconstruction, conservation and the ushering in or a lasting Peace.

To continue the building of houses as we have seen is most uncertain as to its results. In the majority of instances the monies are loaned to men whose obligations and responsibilities are already making it difficult for them to make both ends meet; add to these, principal, interest, insurance, depreciation or upkeep and increased taxes, and the result is that either the upkeep on the one hand fails to materialize or the owner becomes discouraged after he has made several payments; the home is taken and eventually falls into the hands of a Shylock who squeezes from it the "pound of flesh" and, in either case, the building becomes a further unit of our slum districts; in other words, that which we started out to eliminate we have done quite well in supporting.

In order to intelligently and successfully build and own, I would suggest that the Municipality act through a Commission whose personnel would be made up of an architect, a barrister and a public health physician, and who would be adequately remunerated. It would be their duty to see to it that these properties were properly taken care of, and, to this end, a schedule of rules and regulations would be prepared and posted in each of these municipally owned homes which would appear as a part of con-

tract between landlord and tenant. These Rules and Regulations properly kept would result in the house being protected from the usual effacement and depreciation which so frequently obtains in rented houses.

The rents of these houses should be made as low as possible to conform with only the necessary charges of maintenance and sinking fund. Should these make the rental beyond the ability of the ordinary workman to pay, then, the Government should intervene and become responsible for the deficiency.

In selecting sites for these houses, two objects can be attained, the clearing up of the slums, and giving to the laboring classes, practicable and comfortable homes. Regarding the first, other things being equal, it is more economical for this class of tenant to live within the confines of the city—for as a rule, the workingman has to be in the city in the evening to arrange for his work next day; in addition, two or three times a week, he wishes to attend places of amusement, meetings etc. Then if he has a family and they are working in the city, it pays him many times over to have his home in the city, thus saving car fare, etc., etc.

All of this being so, it should be one of the first duties of a municipality to house clean by eliminating as rapidly as possible, the undesirable and uninhabitable houses and in their place erect the modern workingman's house. This policy conducted persistently for a decade would present an entirely new dress to the city's appearance.

Public Health

But also another vital step forward has been taken. Heretofore, it has been adjudged sufficient that public health matters be placed in the hands of a committee, usually styled the Provincial or State Board of Health. Indeed, this obtains yet in the great majority of the provinces and states of North America. But public health is fast outgrowing such swaddling clothes. It is being recognized everywhere that the subject matter to be dealt with is of too great importance to be thus relegated to a subordinate body. If roads and bridges, if agriculture, if forests and mines and the collection of revenue be of sufficient moment to demand the immediate attention of the government, and to necessitate the direct supervision and control of a minister it is surely more than evident that public health is at least of equal importance. If a government is to be judged by the measure of care it gives to, and the success it attains relative to the conduct of the services first mentioned, should it not also be condemned or approved, as the case may be, in accordance with the attention it gives to that dearest interest of all—the health and well-being of the men, women and children whom it governs? For long, the development and perfection of the horse, the health of cows and of hogs, have exercised the keenest wits and the highest talents of our governments. Yet, is it to be admitted for a moment that these interests can compare with the welfare, comfort health and development of man himself? Surely such an interest is too great a thing to be handed over without restraint to any secondary body, no matter how high its personnel may be, nor how great its mental and spiritual attainments. Boards, ever since their conception, the world over, have been famous for gradual decadence. They are apt to lose sight of their original and fundamental functions; they become more concerned regarding the supposed interests of the board itself than with the objects they were established to promote; they many times fall into ruts, routine and "red-tape"; their members linger on into senility and become filled with conservatism. Such unfortunately, is human nature, and such has been almost universally, the course of permanent boards.

With governmental departments, it has not been so. They do not grow old, and obese, and case-hardened. Their vitality is maintained and quickened, periodically, by a necessary appeal to the people, and, continuously by the "white light" of public attention and criticism, which beats not only "upon the throne", but on every one actively engaged in political life. They have not time to grow stale; even their political friends will see to that not to mention their political opponents.

Hence, at last, logic has prevailed or is prevailing. Public Health is being placed under direct governmental control, and he under whose care it is placed must answer directly, without circumlocution or apology or evasion directly to the people.

Provincial Department of Public Health.

In New Brunswick we have had the privilege and honor to have been the first to recognize this great truth, or at any rate, the first to put it into practical application. In 1918, a complete revolution was made in that Province in

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public health administration. The old Board was abolished once and for all, and Public Health was raised to an equality with other public interests. A Department of equality with other public interests.

A department of Health was instituted and its control vested in a Minister of the Crown. It is too soon yet to speak definitely of the result, but even already, good effects are evident on every side. Formerly, no matter within the whole range of public thought was less discussed and less thought of than public health. Now, it has become a "burning" subject throughout the province. It has its advocates and also its detractors, but the ranks of the former are fast filling up, and numbers of the latter are being as rapidly depleted. The present speaker is the one upon whom the mantle of administration of this all important interests has first fallen, and he knows, or should know something of how this novel step has been taken by the people. Only the other day he found it incumbent upon him, upon his acceptance of the regular stipend of a Minister to go back to his constituents for re-election, and although his political opponents searched their ranks carefully for a man to challenge his position by an electoral contest, their search was futile and he re-assured his place in the Legislature without further controversy.

But if New Brunswick has been a pioneer in the matter, already her good example has found followers. Almost the first in the list has been no less a country than Great Britain herself, which has established, within the past twelve months a clear-cut and definite Ministry

of Health The Dominion Government has followed, haltingly and partially, it is true, but nevertheless, in a way that is bound to result in a Department devoted to Public Health, and to this interest, alone.

I have no time to follow up like movements in other Provinces and States, but they are patent to you all. I have already far exceeded the limits of the eight hundred words allotted to me, but if I were accorded eight hundred thousand that would not be too many to adequately describe "the new and newest things" in Public Health, and their salutary influence upon our country and its people."

Mayor Legault of St. Jerone spoke of what had been done in his municipality by vaccination and strongly endorsed the remarks of the Hon. Dr. Roberts in that connection.

Controller Ramsden of Toronto referred to the importance of public health which was as important as the moral state, adding that no city could spend too much money in that great work.

Dr. Dufresne, Shawinigan Falls; Alderman H. M. Martin, Edmonton; Mr. McCrae, Sault Ste. Marie; Commissioner Bayne, Regina; Mayor Beaubien, Outremont; Mayor Ranger, Lachine, and Mayor Sabourin Hawkesbury, also spoke on this question.

At the close of the meeting Mayor Clark of Edmonton raised the question of alleged discrimination against the harbour of Quebec, calling attention to the fact that the elevators were idle and claiming that this was due to discrimination. No action was taken.

The Convention was adjourned until 8 o'clock p.m.

CITY OF QUEBEC.

J. J. B. CHOUINARD, C.M.G., Litt.D., City Clerk of Quebec.

EVENING SESSION, TUESDAY.

On the resumption of business at 8.30 p.m., Mr. E. T. Sampson, City Clerk and Treasurer of Outremont, P.Q., gave his paper on "Comments and Suggestions upon the Incidence and Principles of Municipal Taxation in Canada" which was published in full in the August issue of this Journal.

The discussion which followed Mr. Sampson's paper was participated in by Mr. J. N. Bayne of Regina, Mr. D. D. McDonald Reeve Pearson of Point Grey, B.C., Controller J. G. Ramsden of Toronto, and Deputy Minister Lamb of Alberta.

THE CITY OF QUEBEC.

Mr. H. J. J. B. Chouinard, C.M.G., Litt.D., F.R.S.C., Quebec's distinguished City Clerk and litterateur, delivered an intensely interesting address on the subject of the City he loves so well, sketching exhaustively its early history from the arrival of Jacques Cartier in 1535, through the stormy years of the seventeenth and eighteenth centuries up to the present time.

Referring to the population of the City the speaker stated that at the death of Champlain the total population of Quebec consisted of 80 souls. To day, three hundred and twelve years after its founding, Quebec appears by the municipal census taken by our evaluators in September, 1919, to have a population of 108,366 souls.

The compilers of the Quebec Directory estimate in May, 1920, the population of Quebec as being 116,850 souls. The division as to languages and origins is, in 1919, as follows:—

French speaking	102,450 souls.
English speaking	12,100 "
Non residents working in city	2,300 "
Municipalities adjoining city (Greater Quebec)	36,000 souls
Total	152,850 "

As to religious belief, the population is divided as follows:

Catholics	107,750 souls
Protestants and other denominations	6,800 "
Non residents working in City	2,300 "

116,850 souls

This total of 116,850 souls does not state the real figure of our population and anticipating upon the results of the census to be taken in 1921, competent authorities estimate that our actual population figures between 116,000 and 120,000.

Quebec enjoys the distinction of being the most populous agglomeration of citizens of French descent outside of France herself, taking into account their proportion in the whole population of the City compared to the other races. And another characteristic of our City is that it is essentially a bi-lingual City, both races being sufficiently conversant in both languages for ordinary intercourse in social or civil life. And we are proud to add that the most cordial relations have always existed and still exist between the varied elements of our population.

May I be permitted to add that as the English Language spoken in Quebec is hardly at variance with the English spoken in England, so is the French spoken here as good as the French spoken in the most reputed localities of old France. There is no such thing here or anywhere in French Canada as the "brogue" or "patois" which has been so much talked about by certain writers who had picked out their French language in "vocabularies" or "tourists guides" of questionable value.

Municipal Organization of the City of Quebec.

Turning to Municipal Organization, the speaker said "Our City was first administered by Samuel de Champlain whom we honour as having been practically the first Mayor of Quebec. After him, the Governor and later on the French Intendants were our civic administrators until 1760.

It is true that in 1663 the citizens of Quebec held a public assembly in which they elected for Mayor one Mr. de Repentigny, whose name survives in several descendants in Montreal. But this popular move was crushed immediately by the Central Authority as being contrary to the absolutism of the day. Again, in 1759 and 1760, we find a French officer, Major Daine, acting as Mayor of Quebec and styling himself so whilst acting as intermediary between the citizens and the Military English Authorities.

After 1775 we find a civic administration in the hands of the Justice of the peace, a respected body of citizens who transact municipal affairs under government tuition.

At last, in 1833, our Parliament granted our City a civic charter which conferred extraordinary powers, some of which are still exclusively possessed by our City.

We had a Mayor first appointed by the Government, later on elected by the people at times elected by the members of the Council, according to the fluctuations of the times.

The question has been agitated lately of abolishing the Council and substituting a body of three or five commissioners elected in a different manner. But public opinion is still adverse to such a change.

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Mayors of Quebec

"The citizens of Quebec are proud of their twenty-five past Mayors. Out of that number:

- 4 became Lieutenant-Governors of Provinces.
- 5 became Judges of the highest Courts.
- 8 became Cabinet ministers in Quebec or Ottawa.
- 1 became Prime-Minister of Canada, Sir N. F. Belleau.
- 1 became Prime-Minister of Quebec, Hon. S. N. Parent.
- 14 became member of Parliament in Quebec or Ottawa.
- 2 were medical men of repute.

9 belonged to Commerce, Finance or Industry.

Our Council is composed of 12 aldermen, who are elected for two years, two for each of our six wards. Six are elected (Seat No. 1) by the proprietors only in each ward, the other six (Seat No. 2) are elected by the concurrent vote of both proprietors and tenants of each ward.

The landed qualification of Mayor is \$5,000, worth of immoveable property. For Alderman, the qualification is respectively \$2,000 and \$1,000. Those qualified to vote are the electors who have paid their civic taxes according to the Law.

Our municipal service is composed of 115 permanent officials, heads of Departments and subalterns, and the other class of employees includes police, firemen, help employees public works and waterworks. Since 1913, the permanent officials and employees enjoy the privilege of a pension fund to which the City contributes a sum equal to the amount of the contribution collected by the City from the salaries of the permanent officers and employees.

The pension fund actually amounts to \$50,000, and increases each year by \$10,000. The number of actual pensioners is very small.

Finance and Valuation of Property

(Information supplied by Mr. P. N. Vergé, City Treasurer)

One of the greatest obstacles to the rapid development of the City of Quebec is the fact that one third at least of the immoveable properties, land, etc., belong to the Government of Canada, or to the Government of the Province of Quebec or are occupied by buildings used as churches, or belong to religious corporations or, educational or benevolent institutions, totally independent of the control of the City.

Those four different classes of immoveables are by treaty or by statute exempt from all taxes and contribute to the civic chest only what they are willing to pay for the supply of water, according to special arrangement with the civic authorities.

Total value of properties thus exempted:

Government of Canada . . . \$16,173,000.00
 Government of Quebec. . . . 3,736,600.00

Churches, Educational, Charitable and Benevolent Institutions:

Catholic \$10,634,600.00
 Protestant 1,155,800.00

Total value of exempted property \$31,700,000.00

The following is a summary of the value of immoveable property in Quebec:

Property subject to taxation .. \$73,039,135.00
 Property exempted from taxation 31,700,000.00

Total \$104,739,135.00

The Civic budget voted in April, 1920, is as follows as to taxes imposed:

Assessment: \$1.40 per each \$100.00. Water rate ½ of 1 per cent.

School taxes: Catholic \$0.60 per each \$100.00
 Protestant \$0.80 per each \$100.00
 Neutrals \$0.60 per each \$100.00

The total debt of the City is \$16,502,067.31.

Amount of interest paid annually . . . \$ 663,765.02

Amount of sinking fund 371,208.80

Income for 1918-1919 \$ 1,707,436.49

Expenditure for 1918-1919 1,686,977.05

Surplus 20,459.44

The Quebec Provincial Exhibition is one of the city's semi-municipal institutions, being managed by a Commission composed of the Council and a number of leading citizens. Organized in 1911 it had already attained substantial success though necessarily feeling the effects of the war years. About \$500,000 was invested in the enterprise and the buildings and equipment forming the plant

were being constantly added to by others, the policy of the directors being to devote their outlays for buildings to those of a permanent character.

As regards Public Works the speaker said that Champ-lain had practically been Quebec's first Road and Public Works engineer as well as the first Mayor and that the site had been chosen with an eye to purposes of defence. The hills and different levels created many and difficult engineering problems but this also contributed to its picturesque appearance.

The City's water supply comes from Lorette about 8 miles away in straight line and is brought to the City by 3 mains; 18, 30 and 40 inches in diameter. The head of water is 463 feet high above the bottom of the bridge over the river St. Charles and rises 324 feet above the highest point of Grande Allee.

Education

"Quebec is justly proud of having been a centre of education from the very first days of its existence. As far back as 1613, we find the Recollet Brothers conducting a school for boys.

Quebec claims the honor of having been for a very long period the intellectual centre of New France and whilst admitting that other cities and towns are keen competitors for the title, we believe that we still enjoy that reputation. Our justification to our pretense is in the fact that we have by far produced the largest number of scientists, writers, poets and historians of which Canada is justly proud.

We are proud of the prosperous conditions in which our system of schools is now. Since about 15 years, we have built anew all, our Public Schools, either Catholic or Protestant and they are now in operation in buildings of the most modern type which are an ornament to the City and fully conform to the Provincial Law of Education, as to hygiene, ventilation, heating, lighting and sanitation.

Out of 23,000 registered from 5 to 18 years old, in our City 18,381 are registered in our schools.

The system is that of Separate schools, Catholic and Protestant, under the entire control of two separate Boards, one for Catholics, the other for Protestants.

Each board is composed of commissioners who are completely independent from civic control and are governed only by the provincial laws concerning education.

Every year they ask the city Council to assess the property for School rates and the City votes the assessment for schools according to their demands, and moreover the city collects in the same time as other civic taxes the school rates and pays them to the two Boards.

The City guarantees all debentures issued by the two schools boards.

The School organization of the city of Quebec can stand the most rigorous examination, thanks to the progress accomplished during the last 15 to 20 years.

In conclusion Mr. Chouinard said:—

Quebec, the veteran city of Canada, appeals to its younger sister cities and towns who have sprung up everywhere and have already distanced the pioneer settlement in population, in wealth, in modern progress. Let us affirm loudly that we are determined to join our efforts and to work in a spirit of conciliation to accomplish the brilliant destinies of our beloved Canadian land. Why should differences of race, of language, or even of creed hamper our dream of national unity?

Have such differences in any way prevented the splendid display of unity in effort which has won for us the victory of Civilization and Liberty over the daring attempts of Despotism to throw us back into the slavery of ancient times? Our noble soldiers fought as heroes under the united command of great military leaders who spoke perhaps twenty different languages and worshipped at as many different alters of varied religious beliefs and gave the most striking spectacle of a powerful unity in purpose and in victorious efforts. Such will be our success if we only realize once that no better union can be accomplished than that which results from the blending together of the sterling qualities of the noble races from which we have sprung, and when I say unity or union I do not mean the fusion of races, because I believe that we can arrive at national unity without renouncing any of our cherished ideals in religion, in education in language, in respect of ancestral traditions and veneration for memories of the past.

Mr. Chouinard's address, which has been published in full by the City Council of Quebec, was followed with close attention and a unanimous vote of thanks was tendered him by the delegates present.

The convention then adjourned.

The balance of Report will be published in our October Issue.

U. C. M. CONVENTION—Continued.

tectors of our cities and towns should abstain from unionizing.

It is, however, unreasonable to expect that a particular class of workers should voluntarily hold themselves aloof from what they, in common with other workers, may conceive to be the advantages of trades unionism. If membership in a police or fire brigade is understood to deprive workers of the privilege exercised by other workers with respect to trades unionism, it would seem but just that the workers concerned should receive some compensating advantage.

One of the chief advantages of a union which has succeeded in establishing good relations with the employees or employers with whom the union members are connected, is that the union through its officers represents the union members in securing adjustment of the various grievances inevitably arising in connection with the activities of any considerable number of industrial workers. This has become the ordinary and perhaps most effective means of securing a collective bargain. It is true that other methods may be employed to accomplish this end, and there has been, during the past year or two, much publicity given to the subject of industrial councils, and the trades union has not been always regarded as an essential part of such a system. No system has been as yet worked out, whether by way of industrial councils or otherwise, which seems to displace the trades union as the most effective present means of securing a collective bargain. It would seem therefore that any class of work-people who by law or public opinion are restrained from becoming trades union members should be equipped with other means whereby they may have a reasonable hope to secure a redress of grievances. It may be objected that since the classes named are servants of the public, then public opinion will itself serve this end and that no special agency or method is necessary. This has not, however been the experience of the classes in question. There is at present no means whereby on the one hand public opinion can be accurately informed on the subject or on the other hand whereby the consensus of public opinion can be satisfactorily expressed.

Such contact as the Department of Labour has had with disputes between municipalities and their employees seems to show that this class of work-people, instead of faring better than their fellows in the service of private employers with respect to means of securing reasonable attention to grievances or to better conditions of work, fare usually a good deal worse. In municipal employment the capital and labour aspects of an industrial dispute do not appear. The employer cannot be held to be enriched at the expense of the worker, and tirades against the capitalistic class are not in order. The fact remains that there have been, during the past year or two, numerous strikes in Canada on the part of the classes named and even worse conditions have prevailed in other countries. The cost of living has risen greatly during the past five years. Wages have kept pace with the increased cost of living or have failed to do so in proportion as the workers have received increases. Pressure on the employer has been chiefly by means of trades unionism. Some generous and enlightened employers have, no doubt, anticipated the necessities of their work-people. Public servants, whether of federal or provincial governments or of municipalities, have not, as a rule, been organized, or have not, at any rate, been organized on trades union lines, and were thus not in a position to apply the pressure that came from trades union organization. Their wage increases were in many cases meagre in comparison with the increased cost of living and with increases obtained by industries supported by trades unions. Hence from all these classes of workers there have been, during recent years, large accessions to the ranks of trades unionism.

In the case of differences between a private establishment and its employees there has not been, as a rule, any doubt on the part of the workers as to the particular person, whether known as president, general manager, or superintendent, to whom a grievance or the question of a renewal of working agreement should be carried. In the ordinary industry, be it mine, railway, or factory, there is usually a regular gradation of appeal, and, where trades unionism has established itself, each appeal brings into conference higher officers on each side. Public service methods in these matters compare unfavourably with those of private employers. Confining ourselves to the case of police and firemen, or other classes, as for instance, waterworks employees, where industrial disputes threaten definite perils to the municipality, we find the workers as

a rule voicing their grievances in the first place to the chief of the service concerned. The chief is unable on his own authority to deal with the larger grievances, particularly with respect to a general increase in salary, and it is demands of this nature which have come most frequently before municipal officers during recent years; the chief must himself report to the next higher authority. It is unnecessary to go into detail, but the grievance has to run the gauntlet, in most cases, of a committee of the city council and again of the city council as a whole; the board of control also has certain functions. These bodies are not in constant session, and at most sessions other questions may push aside grievances of firemen or police. Then there is the mayor. The various authorities rarely see eye to eye; perhaps are largely at cross purposes. The situation is frequently complicated by the fact that the municipal elections are not far off, and mayor, aldermen and controllers cannot refuse to bear this fact in mind. Also there is the question of estimated expenditures for the coming year under the cure system the men controlling municipal expenditures may pass out of office, sometimes willingly, sometimes unwillingly, at the end of the year. All these facts tend greatly to confuse negotiations respecting an industrial dispute arising between a municipality and its employees. The arrival of a trades union generally throws the grievance itself temporarily into the background, and agitation centres chiefly on the question whether or not civic employees, particularly when the police and firemen are concerned, should have the right to become trades unionists in the ordinary acceptance of the term. The strike in such cases looms nearer and, as in many cases both in Canada and elsewhere, actually materializes. It has been the same story whether in Montreal, or Toronto, or Ottawa, or Winnipeg, or Vancouver, or, looking to other countries whether in Boston Mass., or Cincinnati, Ohio, or London, or Liverpool or other cities of Great Britain; many other lands than these have been affected, and the police of Montreal, in Canada, and those of Buenos Aires, in the Argentine Republic, were on strike simultaneously.

So far as concerns Canadian municipalities, the Dominion being, if the law has been interpreted correctly, powerless to act otherwise than by consent, it would seem to lie with the provinces to develop a system whereby employees of the classes under consideration would have access to a tribunal vested with authority to adjust grievances relative to wages and conditions of labour. Only when provision to this end has been made will the municipal authorities have the moral right to ask their police or firemen, or waterworks employees, or other employees engaged in the performance of essential work, to refrain voluntarily from unionizing themselves. Should any province go so far as to render illegal trades union membership on the part of a policeman or fireman, the provision of a tribunal of the character indicated would seem to be more necessary. There seems otherwise every reason to expect in the future a continued and increasing number of industrial disputes, frequently resulting in strikes, on the part of police and firemen and members of other classes of public servants who have not at present means of securing redress of their grievances and to whose active membership in trades unions there are some manifest objections.

Increasing Number of Municipal Disputes.

The speaker referred to the rapidly growing number of municipal disputes which had come formally to the attention of the Department of Labour. In the year 1918 there had been sixteen such disputes, involving the following cities, namely: Montreal (4), Ottawa (3), Toronto (2), Winnipeg (2), Victoria, New Westminster, Quebec, Hull, Brantford. The classes of municipal employees concerned in these disputes were as follows: firemen (4), policemen (3), municipal street railway workers (1), other classes of municipal employees (9).

During the year 1919 twelve municipal industrial disputes were reported as occurring in the following cities, namely: Toronto (2), Edmonton (2), St. John, Brantford, Brandon, Hull, Lethbridge, Niagara Falls, Guelph, Montreal the classes of employees concerned in these disputes being as follows: firemen (2), policemen (2), municipal street railway workers (4), other classes of municipal employees (4).

Four municipal industrial disputes were reported to the Department during the first five months of 1920 involving the cities of Hamilton, London, Toronto and Moose Jaw, one of the disputes relating to municipal street railway workers.

THE NECESSITY FOR HOME OWNING.

The Shah of Persia, once asked a wealthy Englishman if his king was not afraid to have one so rich near the throne. No ruler in Persia, he said, would be safe with such riches in the possession of a subject. The Englishman said it was not so in England. On the contrary, he said, the more rich men there were about the throne the safer the king felt.

This is true of society at large. No man can feel entirely safe in the possession of his property as long as there are people who have no property at all. The man with a stake in the country is the man who will uphold its laws and defend its institutions.

It behoves property owners, therefore, to see to it that property owning is made easy, in order that it may be more common. If any owners are to be safe from anarchy and revolution, all men must become owners. Hence the necessity of encouraging the acquisition of property on the part of poor people. Make it easy for them to get it and easy for them to keep it. That is the way to make good citizens.

Two things stand in the way to prevent the general ownership of property. The high price of land, and the heavy taxes on improvements. The would-be home builder has to pay so much for a building site, and it costs so much to keep up the property after he has built, that many who with a little encouragement would own their own homes, continue as tenants.

All consumers are tax payers whether or not they own property; but when they pay taxes on shoes, for instance, that the manufacturers and dealers have added to the price they do not realize it, and do not receive credit for it. They

are called non-tax payers and rank lower in public estimation than citizens who pay direct taxes.

There is an air about the property owner that finds expression in his deportment, and begets a certain state of mind. Evolution he favors, for he believes in progress; but revolution he shuns. If those who own property therefore would save themselves, they must aid all others in acquiring property. And the simplest way to do this is to remove the tax burdens upon the wealth produced by labor and capital, and concentrate them upon monopoly and privilege.

THE TALE OF THE CITY OFFICIAL.

Once upon a time there was a young man who, having read his Plato and his Aristotle, decided with Pope that "the proper study for mankind is man." He therefore entered the service of his home town and for twenty years he worked hard and studied, in return for a wage about equivalent to that of a steam-fitter's helper. At last his efforts began to bear fruit; his dreams of community service materialized in the form of a great municipal undertaking destined to bring comfort and happiness to his fellow citizens. He persuaded the city council to authorize the undertaking and at last the work was under way. So the man — no longer young — went forth upon the city streets to stretch his tired limbs and forget the cares of office. As he rested in the public park he overheard the idle talk of several fellow townsmen and the talk was concerning his great undertaking. He knew the work was good and so he listened, and this is what he heard about himself: "Clever duck! Wonder how much rake-off he got."—New York Municipal Reference Library Notes.

OUR MUNICIPALITIES AND LABOUR—Continued.

Police Unions

St. John, N.B. Montreal, Que. Quebec, Que. London, Ont. Toronto, Ont. Winnipeg, Man. Edmonton, Alta. Vancouver, B.C. Victoria, B.C.

Firemen's Unions Were Established.

St. John, N.B. Hull, Que. Montreal, Que. Three Rivers, Que. Fort William, Ont. Guelph, Ont. Hamilton, Ont. London, Ont. Ottawa, Ont. Peterborough, Ont. St. Catharines, Ont. Toronto, Ont. Windsor, Ont. St. Boniface, Man. Winnipeg, Man. Moose Jaw, Sask. Regina, Sask. Saskatoon, Sask. Calgary, Alta. Edmonton, Alta. Vancouver, B.C. Victoria, B.C.

There are Trades Unions of Miscellaneous Municipal Workers.

At Moncton, N.B. St. John, N.B. Montreal, Que. Hamilton, Ont. London, Ont. Ottawa, Ont. St. Thomas, Ont. Toronto, Ont. Brandon, Man. St. Boniface, Man. Winnipeg, Man. Moose Jaw, Sask. Regina, Sask. Saskatoon, Sask. Calgary, Alta. Edmonton, Alta. Lethbridge, Alta. Medicine Hat, Alta. Burnaby, B.C. New Westminster, B.C. North Vancouver, B.C. Victoria, B.C.

The Affiliations of the Foregoing Unions Are Indicated

By the Following Figures

	Police.	Firemen.	General.	Total
International		17	7	24
Non-International	8	5	23	36
Independent	1		3	4
	9	22	33	64

Mr. Acland referred at some length to the dispute which had arisen between the municipality of Toronto and its police. The dispute had been eventually referred to a Royal Commission appointed by the Government of the Province of Ontario, the Commission consisting of Chief Justice Sir Wm. Meredith, Chairman, Mr. S. R. Parsons, Toronto, a representative of employers, and Mr. James T. Gunn, Toronto, a leading representative of trades unionism.

The speaker abstained from expressing any view with respect to the desirability of policemen and firemen becoming members of a trades union, but strongly urged that, if these classes of workers abstained voluntarily or were restrained by law from being trades unionized, other means should be provided whereby grievances which must inevitably arise from time to time might be dealt with. It was unreasonable that these particular classes should re-

main apart from all other classes of labour unless alternative machinery for the adjustment of disputes was provided. This was a subject which, the speaker urged, might very properly receive the close attention of the Convention. Whether such action might be most advantageously taken by concerted effort on the part of leading municipalities or by means of provincial legislation were points on which the speaker did not desire to express an opinion, though suggesting that along these lines of thought means might be found of improving the present situation.

Reference was made by the speaker also to a Commission appointed jointly by the Governments of the Dominion and the Provinces and which, meeting at Ottawa from April 26 to May 1, 1920, had dealt with the subject of the uniformity of labour laws. The Commission had been appointed in pursuance of a recommendation which had been made by the National Industrial Conference meeting at Ottawa in September, 1919. The Board comprised three sections, one consisting of representatives of the Government (Dominion or Provincial), a second consisting of representatives of workmen. The Commission had referred to a Committee the duty of examining existing legislation of the Dominion and Provinces with respect to industrial disputes, and this Committee in its report had included the following recommendations, namely:

"That federal legislation should be held to apply to public utilities under the control of a Province or municipality or other public or private authority.

"That, whereas in some cases provincial legislation has been enacted respecting industrial disputes which applies to all occupations giving rise to the relations of employer and employee and which therefore includes policemen and firemen, it should be provided that all disputes affecting policemen or firemen in all parts of Canada should come within the jurisdiction of the federal law."

The recommendations of this Committee might also, the speaker observed, be of value to the Convention in any consideration it might feel disposed to give to the subject under discussion.

The speaker described the Whitley Council system which had come into existence in Great Britain in many industries, and had been extended to municipal workers in many cities and groups of cities. Conditions of municipal life and government differed materially of course in Canada and Great Britain, but the Whitley Council system was deserving of close study as a possible solution of some phases of the difficulties under discussion.

MONTREAL'S ISOLATION.

By Harry Bragg

Last month the City of Montreal suffered from an accident that would have been calamitous had it been more severe, as might easily have been the case if nature had not aided the efforts of the fire fighters.

On Saturday night, August 21st, a fire started in the wooden flooring of the great Victoria Bridge, which was only masteréd by the combined efforts of the fire brigades from both sides of the river—and a copious rain.

As it was, about half a mile of the roadway was completely destroyed, while the adjacent tracks for trains and electric cars, as well as a footway, were damaged.

The immediate result was that hundreds of motor cars carrying tourists and business men from the United States, and Montrealers returning from week-end outings were held up, and had to seek a passage to the city by the ferry boat at Longueuil, some three miles away. And as the ferry is not built for carrying such numbers of vehicles (it can only take from 30 to 50 cars at once), and as each trip, including loading, unloading and the steam across, took about one hour, the waiting cars were parked in lines extending nearly two miles from the ferry, and it took as much as ten hours to get across.

Many of the tourists left their cars, either with the chauffeurs, or parked in a yard, while they got across by the electric cars. Others slept in their cars and foraged for food in the City of Longueuil.

This condition was aggravated on Tuesday morning, as this is market day at the huge Bonsecours Market, and hundreds of farmers' wagons rolled along during Monday night, adding to the crowd trying to get to the ferry.

The immediate result to the city was a jump in the price of vegetables, and the thoughtful realized how dependent was the population of Montreal for its vegetable food on the rich farming district across the river.

Naturally all the delayed tourists have gone away with gloomy news about the pleasure of a visit to Montreal, and incalculable harm has been done in this particular. This is bad advertising!

The accident has brought into prominence the very isolated position of the Commercial Metropolis of Canada, and its utter dependence on the single bridge that now connects it with the mainland and offers access—not only to the Province of Quebec, but also to the Eastern States. For it should be remembered that this bridge carries, not only the Grand Trunk Railway, but also the Canadian Government, Central Vermont and Rutland lines, as well as the Montreal and Southern Counties Electric Railway. Thus it forms the connecting link with the Maritime Provinces by what was the Intercolonial, as well as the lines for Portland, Boston and New York.

The crisis in transportation therefore would have been acute if the fire had been allowed to destroy the rail tracks, as it threatened to do.

Even the destruction of the roadway has been a severe surprise to the average citizen who does not look very deeply into such questions until a catastrophe occurs.

For the Victoria Bridge carries only a single roadway, some 13 feet 6 inches wide, the other one having been taken over by the Electric Railway, although the money

given by the Government was specifically granted for two roadways. And this single roadway is far too small for the tremendously increased traffic that crowds it regularly, while its width occasionally causes a block in the traffic.

In short, even the new Victoria Bridge is almost out of date, and is loaded up to capacity, both on the rails, and the roadway.

Its importance is proved by the careful way in which it was guarded during the war, all traffic at night being rigorously forbidden.

When the original bridge (which carried only a single track) was enlarged, it was made to carry two rail tracks, and two roadways, the Government giving half a million dollars for the roadways. Later, only one was left for vehicles, including farmers' rigs, and the greatly increased, and still increasing, number of motor cars. Thus traffic has increased enormously, and in ordinary times, a queue of motors can be seen waiting until their fares are taken, or their tickets punched. It is stated that a few weeks ago, no less than four thousand cars crossed the bridge on one Sunday.

So small was the traffic of vehicles at the time of the Victoria Bridge enlargement that the Federal Government of the day refused to grant the Canadian Pacific Railway any money to equip their Bridge at Lachine with roadways, as they did to the other.

So that today, there is no bridge for vehicles between Quebec, 180 miles below, and Niagara, some 400 miles above, except this Victoria Bridge.

And it should be remembered that this is not a Montreal question but a Provincial and a Dominion one. For all Canada needs good rail and road communication between the Eastern parts of her own country and the Eastern States.

The Harbour Commissioners of Montreal have had a plan for a second bridge for several years. This was, very properly, kept in abeyance while the Great War was on. But now that it is over, it again comes to the front as a burning question. The Commissioners agreed to guarantee the interest to the Government, if it would supply the money. And as this Harbour Board has always paid its interest on such loans (a thing unique in Canada) and has not been bonussed, as have so many less necessary places — it appears as if it has some unassailable claims to a loan.

Again, while the Federal Government gave thirty millions to build the Bridge at Quebec, where traffic is extremely less, and has only given half a million to the bridge at Montreal, the case seems good for a loan for a new bridge.

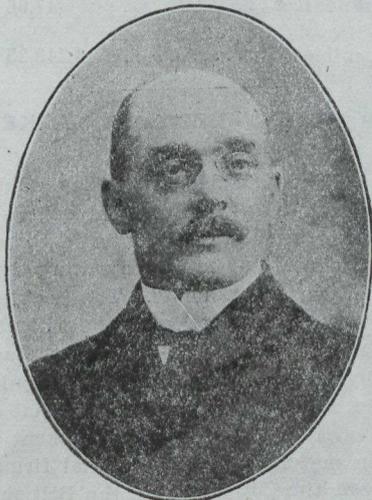
The short supply of food, caused by the delay of the market wagons to reach the city, suggests what would have been the position if the ferry had not been running, Or —worse still—if it had not survived the heavy loads, but had sunk.

In a speech some time ago at St. Lambert, the present Premier, Hon. Arthur Meighen, preached an admirable and convincing sermon on the absolute necessity of Personal and National Economy, and was deservedly eulogised for his plain talk. But there comes a time when economy necessitates the spending of money. And this is the case with regard to a second bridge for Montreal.

THE AEROPLANE AND CITY PLANNING.

The aeroplane is now being utilized for new work. Mr. Guy Wilfred Hayler, City Planning expert who is making a City Plan of the City of Green Bay, Wis., made a flight over that place on July 17th. in a Curtiss biplane. The trip was unique as it was the first time that the aeroplane has been used in City Planning work. The pilot of the machine was Lieutenant Wilfred G. Moore, an aviator who distinguished himself in the war with the 28th Squadron of the Royal Flying Corps of the British Army on the Western Front. Mr. Hayler carried maps and made photographs from an altitude of over 2,500 feet. The observations made are likely to be of the greatest help in making comprehensive plans and the flight demonstrates the great possibilities of the use of the aeroplane in planning a city.

Mr. Hayler who is an Englishman was for some time engaged on Town Planning in Western Canada with the Canadian Northern Railway. He was also one of the principal organizers of the First Canadian Housing and Town Planning Congress held in Winnipeg in 1912.



FRED. COOK

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Parliamentary Agent, Union of Canadian Municipalities.

THE CANADA CEMENT COMPANY.

The programme of the Convention of the Quebec Union of Municipalities included a visit to the Montreal plant of the Canada Cement Company. When the Union executive, on ascertaining that the delegates would be heartily welcomed by the company, decided on such a visit they established a precedent in practical instruction in a commodity that is in daily use in every municipality, but of which little was really known by the delegates until they visited the plant. Such a precedent is well worth following at any convention where the opportunity presents itself.

In the case of the Canada Cement visit, the delegates had an opportunity of following the processes of manufacturing cement from the quarry to the finished product, in the largest cement works in the world. Each process was carefully explained by Mr. H. S. Van Scoyoc (the general publicity manager of the company) and his assistants—the quarrying and crushing of the rock—the firing—the grinding and the milling—the elaborate system of testing to ensure uniformity of quality. Incidentally the reason for the temporary shortage of cement was illustrated in the shortage of the special kind of coal required for the firing of the cement, which coal must be so fine as to allow it to be blown over the whole area of the firing ovens that are 200 feet long by 9 feet in diameter.

As an indication of the tremendous capacity of this plant it may be stated that 12,000 barrels of cement are manufactured each working day, and such is the demand that even this is not large enough, and many orders have to be shipped from some of the other plants of the company. When the Montreal plant was first taken over by the company some few years ago the capacity was 1,000 barrels per day, a vast difference between the present output of 12,000 barrels. Such is the growth of the cement industry.

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Maintenance of Macadam Road Surface in 1916 (1.17 miles)	1,116.17 per mile
Maintenance of Concrete Road Surface in 1917 (29 miles)	59.17 per mile
Maintenance of Macadam Road Surface in 1917 (17 miles)	1,116.17 per mile
Maintenance of Concrete Road Surface in 1918 (36 miles)	60.99 per mile
Maintenance of Macadam Road Surface in 1918 (1.7 miles)	5,721.75 per mile
Maintenance of Concrete Road Surface in 1919 (36 miles)	47.96 per mile
Maintenance of Macadam Road Surface in 1919 (1.2 miles)	6,243.25 per mile

THE BRITISH WEST INDIES AS A MARKET FOR CANADA.

A booklet on "The British West Indies and British Guiana" just issued by the Bank of Montreal, is a most timely publication in view of the new trade agreement between Canada and West Indies now awaiting the ratification of the respective governments. The booklet gives a concise and interesting description of the salient features of the various Colonies which are party to the agreement, including the physical characteristics, area, population and principal exports and imports. It shows that there are most promising markets awaiting development by enterprising Canadian merchants and industrial firms.

At the present time, it is stated, the British West Indies, British Guiana and British Honduras have a total population of over 2,000,000, with natural resources that have really only just begun to be developed, for instance, it is officially estimated that there are at least 20,000,000 acres of fertile land in the British West Indies not yet beneficially occupied, whereas the area under cultivation is only one and a half million acres.

The opinion is expressed that under the system of preferences granted by Canada and the United Kingdom, and with the growing world-demand for such commodities as the West Indies produce, development of these Colonies will proceed apace. There is every prospect of considerable and progressive increase of the population. If all the fertile land there were brought under cultivation the Colonies which are in the new agreement could easily support a population of between 30,000,000 and 50,000,000. Even at the present time the interchange of natural products between Canada and the British West Indies is only a tithe of what it well might be, and probably will be, with the larger preference now advocated and the much-improved steamship services provided for.

The booklet gives Canadians an excellent idea of the directions in which trade may be extended. It is replete with detailed and authoritative information of the imports and exports of the various Colonies, and gives most useful information as to the best methods to be pursued in getting into touch with the local business houses and building up trade relations.

The fact that the Bank of Montreal is now directly represented in the British West Indies, through its alliance with the Colonial Bank, places this institution in an advantageous and authoritative position for assisting Canadian firms in their trade relations with the various Colonies.

The booklet has a map showing the relative positions of Canada and the Colonies which are parties to the agreement. Copies may be obtained free from any branch of the Bank of Montreal.

There are now 1,896 municipally owned electric light and power plants in the United States, an increase of 316 in two years.



Northern Electric Fire Alarm Post, Outremont, P.Q.—Combining fire alarm and cable terminal box.

NEW FIRE ALARM PUBLICATIONS.

The Northern Electric Company has just issued two new Fire Alarm Bulletins. One of these describes Fire Alarms Systems for Municipalities; the other Fire Alarm Systems for Industrial Plants, Schools, Hospitals, Hotels and Public Buildings.

The intricate and important problems connected with fire protection are treated in detail with descriptions and illustrations of the various systems and equipment used. The books also contain some very vital statistics on fire losses and an outline of the history of Fire Alarm development. They are excellently printed on first-class stock and cover designs are in an appropriate scarlet; appearance and contents combining to make a most impressive exposition of an impressive subject.

Sample copies of both publications were distributed to the Fire Chiefs at the International Fire Chiefs Convention just held at Toronto and met with very favorable comment.

We feel sure that the Northern Electric Company will gladly send copies to any parties interested.

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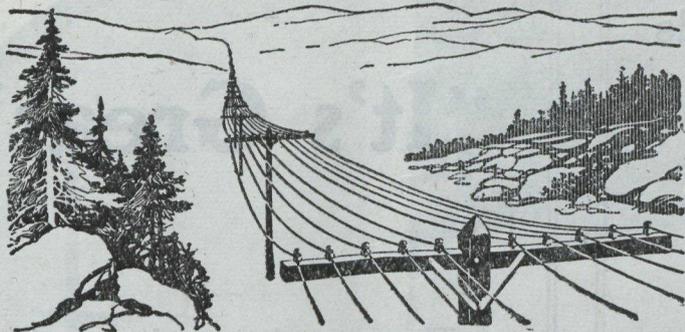
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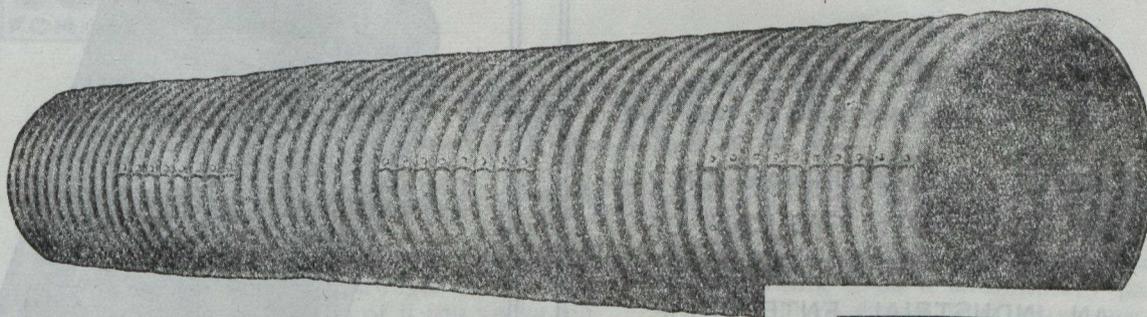
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