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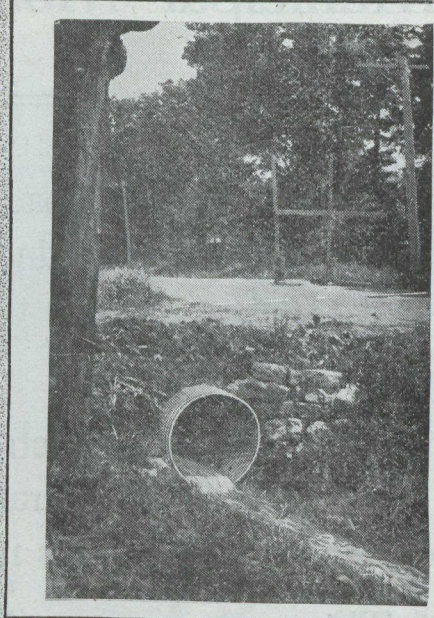
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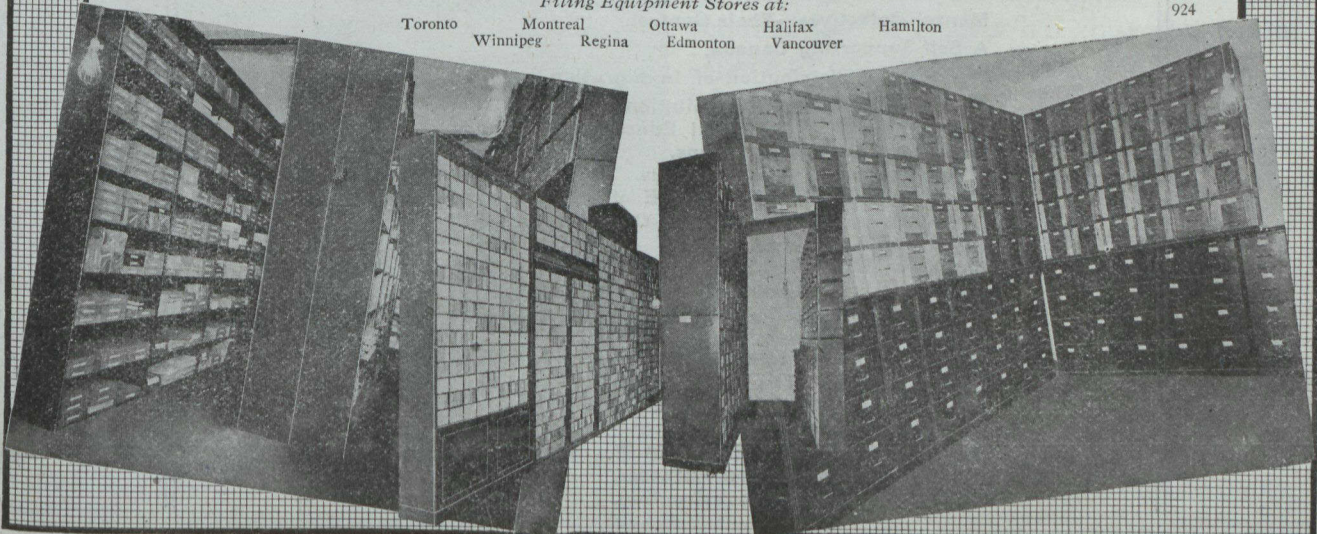
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Municipal Mobilization and Reconstruction

Last Year the Canadian Municipal Journal initiated a propaganda of Municipal Preparedness which was put into concrete form in a special number under the general title of "Canadian Civic and National Preparedness."

This number, which was a splendid success, was made possible by the hearty co-operation of some of the best writers and most prominent business firms in Canada.

This year we are publishing a second number under the general title of "Canadian Municipal Mobilization and Reconstruction" in which will appear the following special articles by the best known writers in their particular line:

The Civic Education of the Future.
 Ships, Ships and More Ships.
 Industry and the City.
 The Ethics of Civic Government.
 The Rural Community—Its Opportunity.
 Civic Live Stock Markets.
 A Boon to the Cattle Industry and Solvent of High Prices.
 Local Bureaus of Industrial Information.
 Good Roads a Commercial Asset.
 Civic Mobilization and Reconstruction.
 The Employment of Returned Soldiers.
 A Municipal Factory.
 The Chemist and his Part in Canada's Industry.
 Development of Local Industries.
 The Municipality and its Dependence on Industry.
 The Citizen and Reconstruction—His Opportunity.
 Electrical Energy and its Influence on Industry.
 The Gas Industry and its Future.
 Organized Effort to Secure Industries.
 Mental Defectives—Their Control.
 A Self-Supporting Canada.
 The Proper Distribution of Immigration.
 The Immigrant—His Assimilation.
 The Necessity of Technical Education in Canada.
 Permanent Civic Exhibitions.
 Municipal and Federal Bureaus.
 The Forests of Canada, Their Economic Utilization.
 Civic Responsibility and Civic Opportunity.
 Rural Credit Societies.
 Canada's Economic Independence.
 New Canadian Industries.
 Co-operative Societies and the Municipality.
 A Great National Highway.
 Mobilize Canada's Municipal Machinery to win the War.
 Canada's Trade—The Part of the Municipality.
 The Future of Social Welfare.
 The Child and the Nation.
 The Telephone as a Factor in the Mobilization of Labor
 for Reconstruction Purposes.
 The Taxpayer and Reconstruction.

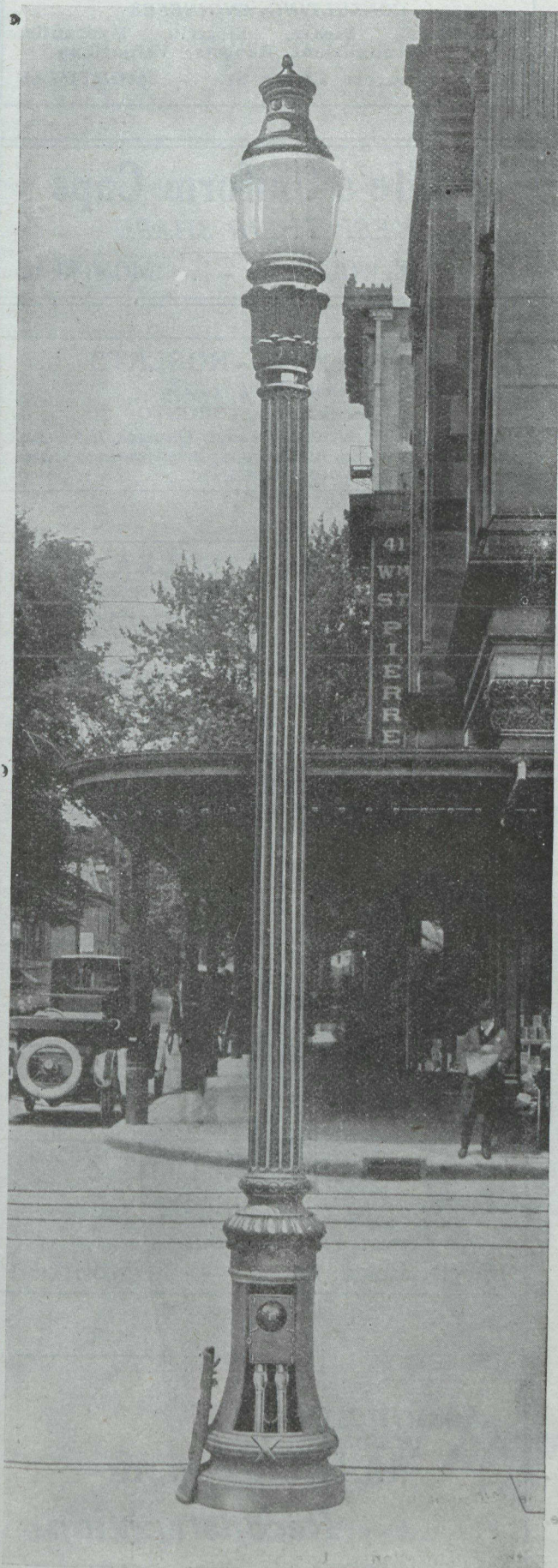


FIGURE 3

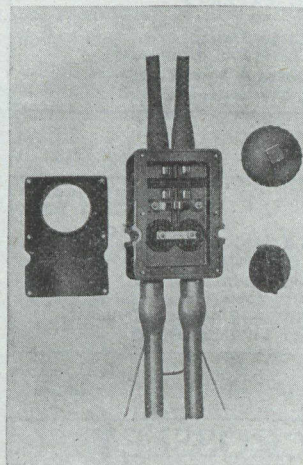


FIGURE 1—FRONT

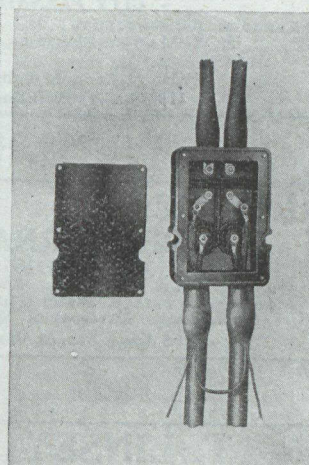


FIGURE 2—REAR

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¶ Figs. 1 and 2 show front and rear views of the box, and Fig. 3 shows how the box is installed in the pedestal of a lamp standard. This view was taken in Montreal where all of the standards used in connection with the new lighting system are equipped with these boxes.

¶ There are many interesting features in connection with this box, but the limited space at our disposal does not permit of a detailed explanation. To those interested, however, we will be glad to send photographs and full descriptive matter on application to our nearest branch house.

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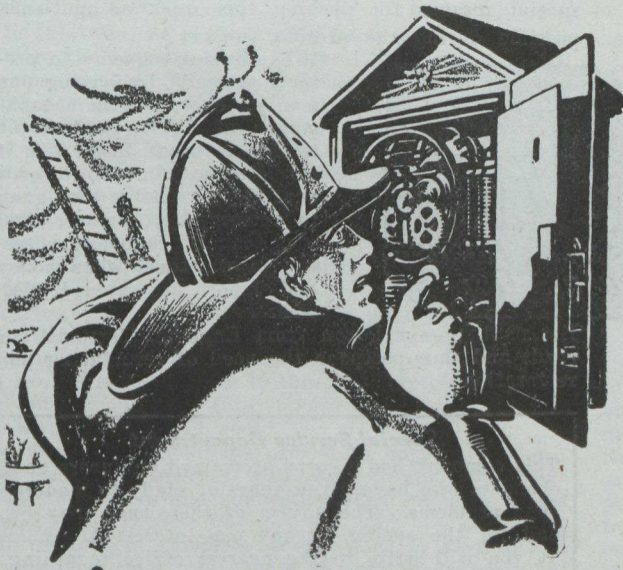
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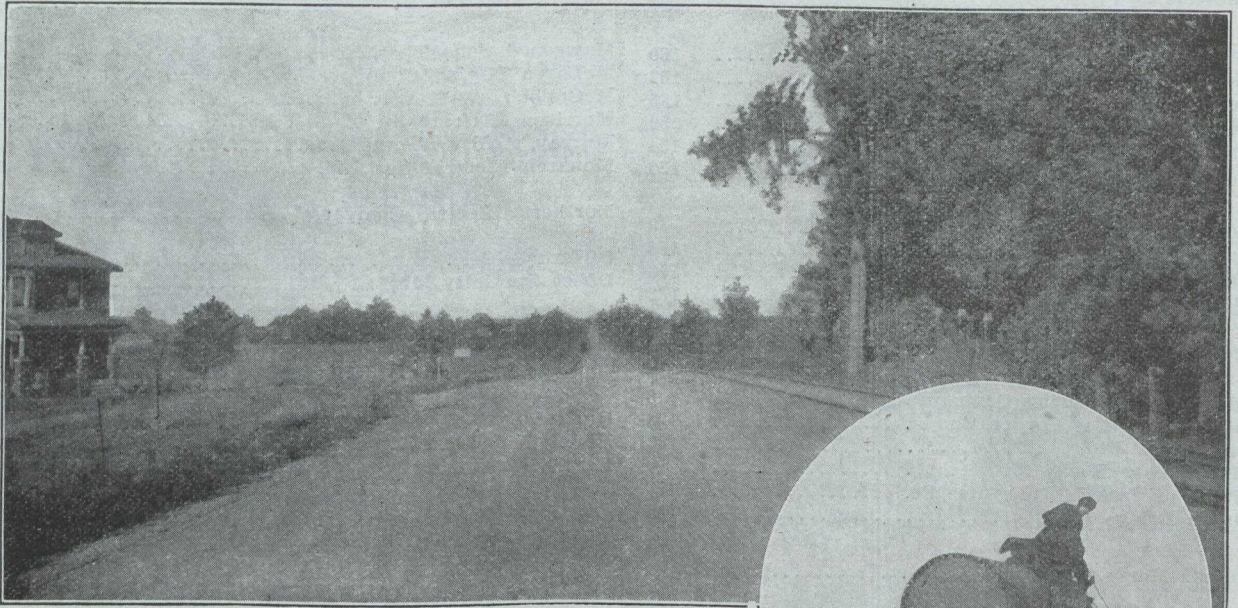
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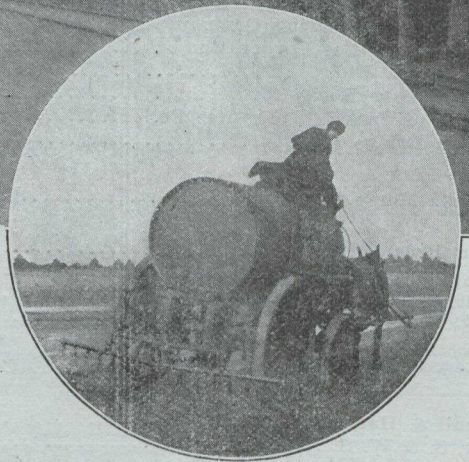
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Kingston Road, Scarboro, York County, Ont., Treated with "Tarvia-B" in 1916. Illustration in circle shows the spraying of "Tarvia-B."



The Road Engineer's Duty in War-Time

Cutting down of capital expenditures and a larger use of tar for maintenance to prolong the life of the old roads, is what England is doing.

The *Engineering News-Record* for November 29th quotes the typical experience of Sheffield. In effect, the report shows efforts at making old roads last longer, and for this purpose tar in increased quantities has been used as a binder. The article says:

"An outstanding feature of highway work in Sheffield is the remarkable success of the tar-macadam roads, which are exceeding expectations both as to length of life and low cost of maintenance. * * *

"Such work will more than pay for itself, besides being advantageous both to vehicular and pedestrian traffic. * * *

"An increased area has been tar-sprayed, or tar-painted. In this way many of the old water-bound roads, which otherwise would have needed reconstruction, have been kept in serviceable condition.

"When first adopted, the tarring of road-surfaces was looked upon chiefly as a remedy for the dust-nuisance; it is now proved to be one of the most effective ways of securing economy in road maintenance, and has undoubtedly saved many roads which

without this protection would have gone to pieces during the last two winters, when the weather conditions were particularly severe. The area tarred this year will exceed one million yards, and there are special reasons for pushing this work as much as possible during the present summer."

It is obvious economy to preserve a road by having one man go over it with a tank-wagon of Tarvia instead of letting it break down till it requires the joint efforts of a quarry-gang and a road-gang to restore the surface. And such economy is doubly necessary in war-time, when money and labor are needed elsewhere.

Let us take our lesson from England. Tarviate our roads and thus postpone the need of resurfacing and restoration!



Special Service Department

This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by any one interested. If you will write to the nearest office regarding road problems and conditions in your vicinity, the matter will have prompt attention.

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Civic Responsibility

By HARRY BRAGG.

The subject of "Municipality Responsibility" was discussed in the previous special issue of the Journal, and an endeavor was made to point out the responsibility of each individual municipality to the welfare of its sister municipalities—and, indeed to the whole Dominion, and the Empire.

As conditions are much more serious to-day than they then were, any ideas leading to the betterment—not of Canadian conditions only, but to those of the whole world, are worth discussion.

Of course, it must be admitted that the responsibility of municipal activities along the best lines rests with the Councils. And as the Councils are elected by the people, this is correct and just. The Council, under our elective system, is actually representative of the people, both of the voters who have cast their votes for them, and those who have neglected their duty by not voting at all. For, unfortunately, there is a large number of citizens, who for some reason or excuse, shirk their duty, and do not take the trouble to vote. They deserve to be despised, for they are slackers and shirkers. But they deserve more than the contempt of their fellows; they should be punished by disfranchisement or fine, or both. Why should a citizen be penalized for shirking his duty as a juror, when he can get away from his duty as a voter, without punishment?

The result of this civic apathy is that, in some cases, the personnel of the Council does not come up to the standard of the critical citizens or the press, and the Council is vilified, the most severe critics being those who did not vote.

To-day, with conditions as serious as they are—with the threat of a world famine before us, and the almost certainty of a greatly prolonged war, it is incumbent upon everyone, both Council and private citizen, to co-operate to the fullest extent, for the general welfare of all mankind.

The Councils can, of course, do much. But the individual citizen must not shift his own personal responsibility on the Council. He must not only support them loyally in every measure of conservation and production, he must get out and do "his bit" himself.

And in this way, he can not only back his own Council, but rally to the support of the Federal Government in all the war measures which seem necessary to those who are far better posted than the man in the street.

The Conservation of Food can be ordered by the Government and urged by the Council; but it is the individual man who can make this really effective or not.

The use of substitutes for meat and wheat—which are as necessary as the production of ammunition—can only be really made successful by the action of the individual. And he can make this more drastic than any Government would wish to order.

"Civic Responsibility" does not mean simply that of the Council. It implies that each loyal citizen shall make his own conscience the real power that will show what is the best he can do for humanity in this awful crisis. No man can feel himself clear of guilt, unless he can say to himself, "I have done what I could."

Every citizen should do his utmost to back up the authorities, and to co-operate with them to the fullest extent in all the orders and suggestions that may be issued by them.

The formations of Citizen's Associations or Committees is desirable; but their aim should be—not to criticise, but to support the Council, and work harmoniously with it towards carrying out the emergency measures rendered necessary by the grave conditions now existing.

It is not only the "Boys at the Front"—self-sacrificing as they are—who are fighting in this great war for God and Right; but every man, woman and child has a share in the war, and we are all fighting for our lives and liberty, as well as for the Liberty of the World.

One writer has urged everyone who is not handling a rifle to remember that he can fight with his knife and fork, and this is quite correct. The war depends, very largely, upon the food question, and everyone can help in that, although far from the trenches where our boys are giving up their lives that we may live in safety.

How many will read the following verse, by Kenneth Goesbech in "Life," and then solemnly repeat it, with a full consciousness of the binding import of its meaning? If every citizen would do so, the food shortage would vanish.

"Dear God in heaven, in whom I trust,
Turn the food in my throat to dust,
If I miss one chance which may come to me
To bring them home with victory."

As Parker, the dramatist, puts it in his Christmas verses to the Boys in the Trenches:

"The less we eat
The sooner you'll march down our street.
In God's name, what are eggs and tea
Compared with final victory?"

WOODEN SHIPBUILDING.

The Imperial Munitions Board has announced that no further orders for wooden ships of steam propulsion will be contracted for in British Columbia. The reason announced is that the British Admiralty has refused to convoy these ships through the war zone which on account of their low speed renders them somewhat difficult to protect from enemy submarines. Another reason which might be mentioned although not stated by the Board is that of their excessive costs when constructed in British Columbia yards under the present system of cost and profit. Notwithstanding the tremendous demand for tonnage to be used for war purposes the place of the wooden ship in this service has been steadily losing caste. Not only are they no cheaper to build than steel ships, but by reason of the necessitated slower speed their efficiency for this work is greatly reduced. The United States Government has recently announced that no further orders for wooden ships of less than 5,000 tons dead weight capacity, will be built in American yards and as time goes on it would appear that these orders will be further curtailed.

The place of the wooden ship however is not now in war work but in neutral or peace trade and the demand for these ships although not actually serving a war purpose is only less necessary in carrying on the trade of the world.

The shipyards of British Columbia will soon not have a wooden ship in course of construction unless something is done and done promptly. We believe that the character of ships that should be built—and the need is excessive—is on the order of the ships constructed under the British Columbia Shipbuilding Act, of which twelve were built and all are now operating in the deep-sea trade. These ships were sailing ships with Diesel engine auxiliary power. These boats have been in profitable employment since the day they were put in commission and there is room in the trade for which they are suited for hundreds of ships of like character. Their low cost of construction and the high charter rates which they obtain should operate as a strong attraction to private interests to engage in the building and operation of this class of vessel. Many of these vessels pay for themselves in their first year of operation and some have paid for themselves with one return voyage. In the face of such reasonably assured profits we cannot understand why private interests do not undertake this work. We think that financial interests in Vancouver and Victoria could safely engage in this work to their own profit and to the benefit of the wooden shipbuilding industry. In one case a shipyard on Burrard Inlet when it learned that no further orders would be placed by the Imperial Munitions Board has undertaken to build seven ships for its own account. Not all the shipyards of the province have the financial ability to build ships for its own account, but if those financially capable would only take an interest in this matter ships would be built by the citizens of Vancouver and Victoria which would give a handsome return to their owners and would at the same time build up the maritime importance of our coast cities. We have the materials in abundance. We have the yards established. We have experienced labour. All those elements which are necessary for the successful building of wooden ships is at present at hand in our shipyards and they should not be permitted to lie idle when the demand for ships is so great and the profit from their operation is so substantial.—B. C. Financial Times.

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Canadian Titles

Apropos of titles which some members of the Canadian House of Commons object to a very interesting discussion took place in the English House of Lords on the recent Honours list. It appears that the Imperial Government had given an undertaking that the reasons for recommending certain honors would be published with the list. In the case of two mayors recommended for knighthood the only reasons given were that they were the Mayors of Bootle (near Liverpool) and Limerick (Ireland) and on the reasons being questioned as not being sufficient Earl Curzon, on behalf of the government, made answer: "In regard to the Mayors of Bootle and Limerick the statement of this fact was regarded as sufficient by the Government. They were satisfied that these gentlemen had done signal service fitting them for the honors granted them." Another member of the House referring to another recipient who had received a knighthood because he "has been Mayor of Chichester for six consecutive years," said "that was a signal instance of public service." It would appear then that whatever objection they seem to have in the old country, to "political job" honors, mayoral recommendations for honors are fully accepted, it being considered that a man good enough to become the chief magistrate of his community is good enough for any honor of knighthood. As a matter of fact knighthood is well represented in the municipal service of the Old Country not only through many mayors and aldermen, but through a large number of officials as well who have gained the honor because of outstanding ability or long service. And why should not the country do these municipal men honor for good and long service; and why not in Canada?

We know that there is strong objection in some quarters against titles of any kind being conferred on Canadians, and considering some of the later titles that have been given away we don't wonder at the protest, but still there should be recognition

of good public service whether it is rendered to the state or the community. Some objectors against titles maintain that election at the hands of the people in itself is honor enough. This is only half the truth, for while it is an honor to secure the suffrages of the people it is for certain duties to be performed, not for past services. So there should always be the incentive to perform good public service and we don't know if any better incentive than the prize of public recognition. There is no doubt that Great Britain's public and municipal services have been built up to their present standard of efficiency by this very prize always before the ambitious and conscientious. It is certainly not the money prizes that attract men of ability to give their best to the civil service, for there are none. The same in the Indian and Colonial civil service and the municipal service in the other self-governing Dominions.

In Canada though many titles have been conferred since confederation on all kinds and conditions of men we don't know of one that has been conferred on a municipal man as such, not even a lesser title. Yet we have had as executives of our larger cities men of outstanding ability and integrity who have given of their best to the service of their fellow citizens, but they have received no recognition from the state. The only satisfaction they had being the feeling that they had achieved something.

Is this lack of appreciation of municipal men, whose services to the state is equal to that—often better—of men serving in the larger spheres of provincial and federal politics, to go on forever in Canada? We hope not. While we are not taking up the cudgels on behalf of titles (and hereditary titles we abhor) we do say that so long as honors are being conferred in Canada there are men to-day in the municipal service much more deserving of them than many of those who have received the right to the prefix Sir.

Reconstruction

What may be termed the reconstructive period will immediately follow this war, and Canada will be affected by it. How she will be affected depends entirely on the spirit of her citizens—if individual selfishness is to prevail, public retrogression will result; if co-operation for the common weal, then public progress will be made. At the present moment, right in the trenches, and back of the trenches millions of the world's best men are thinking of the outcome of this war, and thinking hard. They know that they are fighting to keep the flag of liberty flying, but that liberty must mean something more than what it has meant to too many—liberty to make ungodly profits or excessive wages by the exploitation of the flag. In the Old Country both capital and labour realize this, and never were both so near each other as they are to-day,—each more open and each appreciating the fact that one cannot do without the other. Both have shown a splendid spirit in the face of a common danger, which has resulted in the economic progress of the country, so that when the Imperial Government decided to take over many of the factories and take control of many more, no objection was raised. As a matter of fact, governmental monopoly and control have worked out so well in Great Britain that it looks as though it was going to be of a permanent nature, which will have a strong bearing on both the material and social welfare of the nation. In

other words, the Old Country is already taking the lead in the new democracy that will result as a consequence of the war.

In Canada, nothing of a practical nature has as yet been brought about, or even attempted, to meet the new conditions that will arise after the war, though some good propaganda work for reconstruction has been made in Montreal and Toronto, and this Journal itself prepared and published last year a Preparedness number, and is now preparing a second issue under the general title of Municipal Mobilization and Reconstruction. The government, too, has taken the matter up and a special committee of the Privy Council has been formed to study industrial and economic reconstruction, but Canada has a long way to go before she catches up to other countries. No doubt some of the greatest difficulties to overcome before any practical scheme of reconstruction can be brought about are individual selfishness and apathy—and private interests—that have for long sapped public responsibility in this country. "Every man for himself and the devil take the hindmost," would seem to have been the too general slogan. In the new democracy, each man will know that he is his brother's keeper, and each citizen will feel proud to do his share towards the betterment of his community. Will Canada form part of this new democracy? It is entirely up to her citizens.

LATE TREASURER OF MONTREAL.

Mr. Chas. Arnoldi, the City Treasurer of Montreal, has just retired, after giving forty-three years of his life to the service of his fellow citizens. Such a record is unique in the annals of civic Canada, but what is still better than his long record, is the fact that during his service at the City Hall, Mr. Arnoldi proved himself a good and faithful public servant, succeeding the late Mr. William Robb, who retired a few years back after many years service. Mr. Arnoldi, though getting on in years, has carried out his onerous duties as Treasurer in a satisfactory manner, and now that he himself has retired, we wish him a long period of good health to enjoy his well earned rest.

As an expression of the feeling of the new Administrative Council of the city (of which Mr. Arnoldi was a member), towards the late Treasurer, the following resolution was passed:

"That the Administrative Commission of Montreal regrets to lose the services of Mr. C. Arnoldi, City Treasurer, and one of the members of the commission, who leaves the employ of the city to-day after serving a period of 43 years; that during this time and in all the positions he has occupied, Mr. Arnoldi has given to the city a wholly devoted service, and that his example may be pointed out as constituting a record in the annals of Montreal; that since the creation of the present commission, Mr. Arnoldi has rendered to it valued services, and that in taking leave of him the members of the commission express the hope he will long continue to enjoy good health, and prosperity, and that he will benefit from the rest which he has absolutely deserved."

DAYLIGHT SAVING.

How naturally we have taken to the Order-in-Council to put on the clock by one hour. The getting up in the morning at the same time as usual—by the clock—has so fooled us that we get the benefit of the morning air without that tired feeling that we have when we break our usual custom of rising at a certain time. The bed doesn't pull even. And then that extra hour after work. It is like going home in the middle of the afternoon. What a boon to everyone of us and particularly to those—and they are to be counted by the thousands—who have lots to cultivate. The present government has issued many orders—some good and some bad—but not one of them has had such good effect in keeping the people healthy—and wealthy.

A GREAT RAILROAD.

The annual report of the Canadian Pacific, which was read by Lord Shaughnessy at the recent annual meeting of the company is a record of nation building hardly equalled in the annals of the British Empire. It is the story of big men of vision who backed up a great idea by their fortunes and their credit, and won out. It is more. It is a story of grim determination to get over obstacles well nigh unsurmountable; and it is also a story of continuity of effort that would have broken lesser men. Integrity and concentration would seem to have been the watchwords of the builders of the great railroad and the same watchwords are the keynotes of the administration of today. When we read of such names as Strathcona, Angus, Stephen, Van Horne and Shaughnessy, and see daily their handiwork that crosses this country from ocean to ocean, a feeling of thankfulness and pride that these men chose Canada as their home comes to the mind of each one of us.

Maintaining the Streets and Sidewalks

During the coming season the municipal councils will be much exercised as to how much they can afford to spend on their streets and sidewalks. The war has lasted much longer than was anticipated, and many councils who in the spring of 1915 determined not to spend a cent, only for the most necessary repairs, until the war was over, now find themselves in the position of being forced to spend more money than they care about to keep their streets from utterly going to ruin. The difficulty of keeping streets in anything like repair on an increased cost in labour and material has been made worse by the increasingly large number of automobiles that have come into use, even since the war started. These power-driven vehicles have simply worn down everything they have run along into dust, and certainly the compensation that the owners give in the form of licenses is anything but adequate to pay for the extra cost of maintenance made necessary by their use of the roads. (We recommend the perusal of an article by Mr. Chas. Mullen on this subject that is given in another part of this issue.) But the

fact remains that the roads and streets have to be properly maintained in the meantime by the community and the money must be forthcoming from somewhere. It is this "somewhere" that is bothering so many councils and we sympathise with them. To borrow is expensive, for money was never so dear as it is to-day, and to increase local taxes is unpopular, particularly in face of the new Federal budget, which calls for heavier taxes, but the street situation has to be squarely faced in each community, for the citizens have the right to demand the proper upkeep of the public thoroughfares, only they must be prepared to pay for it all.

Those municipalities that have local improvement by-laws are best off to-day, for therein the local proprietors pay the bill for those streets and sidewalks facing their respective properties, which in the case of rented buildings is added to the rent, but again we repeat—in referring to another subject—that the citizens of Canada were never so well off as they are today and consequently are in a position to pay for the privilege of well maintained thoroughfares.

The Responsibility of Local Councils in Food Conservation

The Board of Food Control has since its establishment passed many orders relating to the control and greater production of foodstuffs, and though to many unthinking people some may appear drastic yet every one of the orders were and are necessary if Canada is to do her duty to her men at the front and to her Allies. That the Food Board has been remarkably successful in the great work that it has undertaken is seen in the largely increased exports of Canadian foodstuffs to England where it is carefully distributed to the armies in the field, and then to the civic populations of Great Britain, France and Italy. But we in Canada will have to do much more in the way of conservation of food before we can say that we are doing our best and now that the Food Board and its staff are directing all their energies and orders to the one purpose of sending every ounce of food possible across the water it is up to every citizen in this country to help. The British Food Controller has stated very emphatically that the successful termination of the war depends almost entirely on the food that can be brought into the Old Country from the United States and Canada. In a recent interview he said, "Our armies, the armies of the other European Allies, and—yes, the American and Canadian armies in the field, might face starvation if we of the Allies, and more especially if we, America and Britain (which includes Canada) did not pull together."

Surely then Canadians have every incentive to assist the Food Board in its work of releasing every bushel of wheat and every pound of beef it can, so that those on the spot can "carry on." This country is just as much in the war as England, France and Italy, though over there not a slice of bread is wasted nor an ounce of sugar unnecessarily used, both commodities being too scarce, and while in none of the European Allied countries is there actual want the people are continuously on short rations and al-

ways perilously near the bottom of their bread bins. The armies, of course, must always be well fed. We in Canada on the other hand have not been deprived of an ounce of our usual quantity of food, though we have been asked, and if eating in public places compelled to substitute other food in its place. Not a great sacrifice and in most cases good for our stomachs sakes.

But while the Food Board is doing splendid work under the able chairmanship of Mr. H. B. Thomson it cannot do everything. It cannot always put its own orders into force for the simple reason it has not got the machinery, but with the co-operation of the local councils every order made could be carried out effectively, and we do say as emphatically as we can that it is the duty of every council in Canada to give that co-operation. The local police should be instructed to put into force every order affecting public eating places, bakeries, etc. We find on inquiry that the great majority of local trades people loyally obey the food orders, but that there are usually a few whose conception of the war is the opportunity to make extra profit for themselves. These people should be made an example of and it is the local councils who, through their police, should set the machinery in motion. Apart altogether from the responsibility of each local council to carry out their part in this great national effort there are the fines to be considered which in every case goes to the authority that prosecutes, and as the minimum fine is \$100 the income in some of the larger centres would at first be considerable. Such an opportunity for the local councils in Canada to do a great national work has never been presented before and we believe that when it is brought home to them they will rise to the occasion, but time is passing and the councils cannot get into the new harness of national food control and greater production too quickly.

Increased Taxes

Since the war started municipal councils throughout Canada have been hard put to it to "carry on." What with the difficulties of collecting their taxes on the one hand and the increased cost of administration on the other municipal financing has produced many grey hairs on the local ministers of finance. In the West in particular the difficulty has been increased by the general adoption of single tax some years back. The City of Vancouver, which adopted the system in 1909 has been compelled to restore its improvement tax to the extent of twenty-five per cent. As a matter of fact single tax, or land tax, has not worked out successfully in Canada at all. Henry George's theory reads well in print, but Canada's experience is strong evidence that it is not practicable. The difficulty to-day is how can the councils revert to the older systems of taxation while still in the midst of the war? A number of them, being seemingly quite nervous to take such a step, even though they find it almost impossible to meet their fixed charges, and administrative expenses. There is only one thing for it and that is to increase the income either by increasing the rates on the present system or find other means of raising the taxes. The municipal councils have every right—in fact is their bounden duty—to see that the local public income is adequate to meet all charges, for the Canadian citizen in spite of the war, was never so well off as he

is to-day, and consequently should pay his share for the many public privileges and conveniences he enjoys every day.

It may not be generally known, but the average citizen in Canada only pays one half of the local taxes that the citizen of the Old Country does though he enjoys equal privileges and equally as good conveniences in public utilities. A number of municipalities have actually defaulted in their interest charges, not through bad financing, but because the councils have not had sufficient pluck and real public spirit to increase the local taxes. We know that to increase the taxes is never a popular move and that it affects a certain number of votes, but no man is worthy the name of citizen who is not prepared to take up his proper share of financial responsibility and no man should seek the suffrages of the people who is afraid to take the responsibility of seeing that the municipality pays its debt and administrative charges even when it necessitates the imposition of more taxes.

Municipal Canada, which means any citizen, has a duty to perform in seeing that its credit is kept up and though it is going through a severe test we have every confidence that with common sense and public spirit prevailing, it will actually come out stronger than ever; but there must be real determination on the part of the councils to tax if necessary.

The Responsibility of the Councils in Preventable Diseases

We always read the annual report of the Canadian Association for the Prevention of Tuberculosis with a tremendous amount of pleasure because it represents a continuous propaganda by a small band of public spirited doctors and laymen against that most insidious of diseases—consumption. Year after year for seventeen years this band of self-sacrificing men have preached through the press and at convention the gospel of prevention, have urged the federal, provincial and municipal authorities to take up the problem seriously and intelligently, and while at times the apathy of both public and authorities must have been heartbreaking the work of the association has progressed to a degree to reassure the workers that industry, even in a good cause, has its own reward.

But it has taken the war to make the people of this country realize the scourge of tuberculosis, because of the large number of would-be soldiers that were turned down by medical boards in early days of recruiting—so many of them were affected with the disease. It was then realized that Canada was no better off in regard to consumption than the older countries of Europe with all their handicaps of dense population and positive hatred of hygienic living, and possibly at that time the citizens did first appreciate the splendid Association that for so long has been waging war on the insidious enemy within our midst. Be that as it may there is a growing feeling among the people that tuberculosis is preventable—as it is—and that it is up to the local authorities to see that the community has a fair show by taking proper measures of prevention. In the United States there is a movement on foot to

save to the nation one million babies who would otherwise die. In other words more children and young people die on this continent each year through neglect and of diseases that are preventable than do of what are termed fatal diseases. Not a very pleasant statement to make in these days of enlightenment and about a most enlightened part of the globe. The Provincial laws relating to the health of school children are excellent and on the whole well carried out, but it is before the age of five that Canada has her great losses in her children. And the responsibility lies at the doors of the local councils.

In the carrying out of the health laws one sees many differences between the methods used and different degrees of thoroughness. In some communities the councils appreciate the importance of the health of the people, while in other communities the authorities are indifferent; and the contrast is seen in the way in which the health officer does his work. As the masters so the servants.

In the anti-tuberculosis movement in Canada each municipal council has a special responsibility for its success affects each community. The Canadian Association for the Prevention of Tuberculosis has outside a small grant from the Federal authorities carried on the movement through the aid of private subscriptions, and private agencies, and what a great work has been done on so little income. The annual report of 352 pages is full of records of achievement done in every part of Canada. What could be done if every municipality put its shoulder to the wheel would be beyond even the dreams of the officers of the Association.

SHALL WE JUNK OUR TOWNS?

A short time back a very interesting letter was sent to our American contemporary, "The Survey," under the above title. We don't know of any towns in Canada that have suffered in the same way or to the same extent as the one suggested in the letter, but if there are any such we would be keenly interested to know, because of the effect on local economic conditions. Perhaps some of our readers may enlighten us on the subject.

The letter reads as follows:—

To the Editor: Our town possesses two or three industries well adapted to times of peace, but the demand for their product is now falling off, and the employees are moving away to get employment in places that are filling up with war industries.

Our town has built up good homes for its people, its drainage and water system has been made modern and adequate, it has a good hospital and nursing system, well-built churches and school buildings, and recreation centres. The town, in fact, is a well-organized plant to give suitable living facilities in connection with its industries.

In most communities the plant that furnishes living facilities is much larger than the factory itself, it takes longer to construct and it costs much more to junk it and start anew.

The question that interests some of us is the coming policy of our country with regard to such plants in the face of the war. Apparently we must more and more change our industries into parts of one main industry of supplying the war. In order to do this some of our workmen must be transferred from one place to another, as, for instance, in the case of shipbuilding, where the site is largely determined by suitable access to tide-water. In that case new towns must be built and organized, as is already being done.

With many other industries, however, there will be a choice to make. Shall we change over the industries of old towns for war work and keep the living plant substantially intact, or shall we add new factories and new housing at points where war work is already started and junk our old towns with all that we have been building up in the last years?

This seems wasteful in more ways than one. Is the question to be worked out on its merits, or are we merely drifting?

A PROBLEM IN POLICE PSYCHOLOGY.

A psychological problem worth investigating is the effect of a uniformed policeman attending church in an unofficial capacity. On a certain morning the presence of a constable in a South London Church produced many an attack of nerves. His attitude was wholly devout. He sat in the back of the church, where he could be seen by few, but in less than five minutes the news that he was there had been passed from pew to pew, and everyone began to fidget. What did he want? Who was he after? Somehow it never occurred to anyone that he was a seeker after spiritual light. They imagined that he had come to arrest somebody, and they were curious to see who it could be. Even after the service was over, and the policeman had gone home without anybody a prisoner, it was interesting to watch the people. They separated into little groups, and each little group eyed some other little group suspiciously and whispered mysteriously.—London Daily Chronicle.

RAISING THE PRICE OF THE JOURNAL.

Though the cost of the Canadian Municipal Journal has kept increasing each year since the war commenced we have up to now kept the subscription rate at the original one dollar per year, but are now compelled to raise the rate to Two dollars on all new and renewed subscriptions.

We feel sure that the many friends of the Journal will appreciate the position, brought about by war conditions, and will not only keep up their subscriptions, but will help on the great work of raising the standard of municipal Canada by inducing others to subscribe.

MUNICIPAL THEATRES.



MR. HARCOURT FARMER
(in costume).

Some time back Mr. Harcourt Farmer wrote an article for this Journal on "The Pageant and Its Municipal Value," which was well received. Since that article appeared, Mr. Farmer has done excellent pioneer work in urging a Canadian theatre, preferably municipal. On first thoughts it would seem out of place for such a propaganda at this time when Canada is in the midst of war, but when it is taken into consideration that Mr. Farmer's idea is to have presented to the Canadian people the best dramas at very low prices, so as to take their minds from the present low standards of vaudeville and cheap melodrama—the only entertainment outside the movies, which they can get at even reasonable prices—the propaganda becomes meritorious and deserves every encouragement. As an illustration of Mr. Farmer's work, the following is worth recording. He recently formed a society of men and women, interested in the betterment of the drama, to stage only the best plays. Failing to secure a theatre, he rented a local hall and will shortly present Ibsen's greatest play, "Ghosts," which after being condemned for many years as immoral, has now been acclaimed as the greatest moral play of the day in Great Britain, where it is now running to packed houses. The prices will be very low—25c and 50c—the object of the society being, not to make money, but to help bring home to the people of this country the educational value of the true drama. Mr. Farmer believes that such a play could in the smaller places in Canada be given at twenty-five cents and under, if the commercial spirit was eliminated, and that can only be done in a municipal theatre, which, of course, would be run just to pay expenses, although in Germany, where every municipality has its municipal or state theatre in which the best operas and plays only are presented for very low prices, the theatre actually shows a profit, so well is it patronized. This was before the war. To-day the actors and singers, or those of them who are left, are wearing the grey garb of German militarism, and one wonders how a people who came under the influence of the best delineators of humanity, such as Shakespeare, would even be forced to such deeds of abomination as have been proved against the whole German army. But such is the domination of the Prussian military caste, that even the mildest of men are turned into beasts at its dictation. But bad as Germany and the Germans are, and they are bad enough in all conscience, we can even take a lesson from them when it comes to running municipal theatres.

FOOD VIOLATION A COSTLY BUSINESS.

An Italian woman, a restaurant keeper, was recently in Toronto fined \$100 and costs for giving two men 32 slices of bread in violation of the Food Controller's regulations.

A PLEBISCITE ON HALIFAX'S FORM OF GOVERNMENT.

The City of Halifax is to have a plebiscite on the form of government the citizens wish to have. The plebiscite asked for was, the present system of Board of Control to be abolished or not, but the bill that has passed the legislature calls for three questions to be submitted to the people—abolition of the board; government by commission, or the restoration of the former system of mayor and aldermen. The plebiscite is to take place in October.

An Opportunity for the Municipal Officers of Canada

ERNEST B. ROBERTS (The Canada Food Board Ottawa.)

"It shall be the duty of each Municipality in Canada to enforce this regulation within its municipal limits."

That regulation, from Order in Council No. 597, is framed in these words: "The wilful waste of any food or food products where such waste results from carelessness, or from the manner of storage thereof, is hereby prohibited." In a special and specific way, therefore, each member of a municipal body, paid or unpaid, is made a policeman to carry out the orders of the Food Board. On their individual interpretation of the scope of "duty" in the present crisis will depend the thoroughness with which they see that waste is stopped. It must be the effort of those who think clearly of all that is here involved to raise the moral tone of our municipalities. This is a personal obligation; it is a moral thing, and therefore cannot be escaped, cannot be shifted or delegated to others.

The Order is not a caprice, lightly written on paper. It is a distinct, well-pondered war measure. It is not of local aim; it is clearly defined in the words "each Municipality in Canada"; it runs from coast to coast; it bears alike in the older settlements of New Brunswick as in the newer farm lands of northern Alberta. In each it aims at the same thing—the making of our Dominion share in the war in Europe most effective in the way definitely learned by the Dominion Government to be most useful. The supply of foods for the fighting armies is, after the enrolling of men for that army, the most vital war measure Canada can take up in 1918.

Since the Military Service Act was passed has there not seemed to be a little slackening in voluntary effort in Canada? We appear to have lulled ourselves into the belief that our duty has been done in that respect, and that there remains little else to do. "Ralph Connor," last July, spoke of this dropping off as the "taking of a second breath." The Canada Food Board has since then found that enthusiasm is none less prompt if rightly directed. The broad, undefined appeal to the patriotism of the whole community was good, but the repeated appeal had naturally to pall with time. So that sectional appeals, with definite schemes of work outlined, were found to give best results in Food Board work. It might be mentioned that in the last two months excellent results have been attained through the Board enlisting the aid of every retail merchant in Canada, so far as he can be reached with the means at their disposal. Out of the 50,000 retailers in the Dominion over 30,000 are now "giving something"—space or time or window display—to Food Board work.

Now much the same thing could be given by the municipal employees. They could give their sympathy and support to all that issues for the control of our food resources, for any addition to our means of food production, through vacant lot or garden. But above all they could aid this truly national effort of ours to share worthily in the war by seeing that the spirit of the Orders in Council that are published from time to time, and which must necessarily be framed to changing circumstances, is carried into effect in their own localities. It should not be their concern whether the next municipality is lax or lazy in such work. In an especial sense this responsibility rests on the higher-placed officials. They have incalculable influence in giving the right trend to public business in their area. A suggestion here or a hint of what others are doing there; a talk with the mayor and commissioners, or with the aldermen and councillors, will go a long way to shaping a policy—for which, of course, they will get no direct credit, but the able municipal employee has long since got beyond looking for recognition of that kind! "It's reward is in the doing."

It cannot be too much emphasized that this is something where the municipal man can do invaluable service to his country. It is well known that there is not to any

marked degree in Canada that indefinite, invisible thing we know as "public opinion" to act as moral police. If those above nod at little lapses those below are not slow to notice. In the same way if the heads of departments set a tone those below are quick to follow. This works for enormous good as easily as for incalculable evil. A right direction given to war effort—and food control is nothing but a war measure, as necessary whether we realize its bearing or not as shellmaking in the Dominion—would have enormous effect. This is fully understood by the Canada Food Board. The Order making it the "duty of each municipality in Canada to enforce this regulation" was not framed by chance, but with a well-thought out design to secure the best that our present social organization in the Dominion can give.

One of the most curious outcomes of the executive work at the central offices of the Canada Food Board at Ottawa is the incredibly heavy amount of added, and, one might add, of unrequited, labour entailed through having to devise means of carrying out Orders and rules that were imperatively required if food conservation and production were not to be dead letters in the land. Had Canada been policed, for instance, as Great Britain, France or Belgium were even before the trump of war, there would still have been greater difficulty in our scattered country in enforcing rules and laws to which the public had been accustomed. In our existing social order, in a state of growth and incompleteness, the task has been vastly greater. The real trouble and anxiety was due not strictly to food measures, but to something aliunde to food proper—the ways and means of carrying food orders into effect equitably in widely differing parts of the Dominion and under widely differing circumstances. A book might, for instance, be written of how the Food Board eventually, by a thousand deviations, was able to get a fish supply into central Canada. Even the flax to make the fishermen's nets had to be imported under the aegis of the Board, as also salt to salt them! It did nearly all except catch the fish!

Thus the enlistment of a new class of men, both intelligent and technically trained for the work as municipal members and employees are, is doubly welcome to the Food Board. Their collaboration will be incalculably easier by the terms under which their municipalities will benefit by vigilance. The virtue of patriotism was never so joined with direct advantage to our corporate bodies! Section 6 of the Order in Council reads:

"Where the proceedings in any case in which a fine is imposed under the authority of these regulations are instituted at the instance of any municipality, or by any officer of a municipality, the fine shall be paid to the treasurer of such municipality, to be disposed of as the municipality may from time to time direct. And where such proceedings are instituted at the instance of, or by any provincial officer, such fine shall be paid to the provincial treasurer, to be disposed of as such treasurer may from time to time direct."

It only remains to add that the individual is equally well protected from "the small mind" by Section 5, which runs:—

"Any person violating any of the provisions of these regulations, or of any order made thereunder, or obstructing or impeding any officer or person enforcing or carrying out any of the provisions of these regulations, or of any order made thereunder, is guilty of an offence, and shall be liable on summary conviction before a Police Magistrate or two Justices of the Peace, to a penalty not exceeding one thousand dollars, and not less than one hundred dollars, or to imprisonment for a period not exceeding three months, or to both fine and imprisonment."

One may therefore claim that in asking the aid of the municipality and its employees the Canada Food Board has made the means as simple as they could well be conceived.

CANADIAN GOOD ROADS CONGRESS.

The Fifth Congress of the Canadian Good Roads Association will be held this year in Hamilton, May 7, 8, 9, 10, under the presidency of Mr. J. A. Duchastel, City Engineer of Outremont, P.Q., and for which the following programme has been arranged.

TUESDAY, MAY 7th.

Congress called to order by the President.
 Addresses: Hon. Findlay MacDiarmid, Minister of Public Works and Highways, Province of Ontario.
 W. A. McLean, Deputy Minister of Highways, Province of Ontario.
 B. Michaud, Deputy Minister of Highways, Province of Quebec.
 Very Rev. Monsignor J. M. Mahony, Hamilton.
 Rev. Canon Daw, Hamilton.
 Address of welcome, Chas. G. Booker, Mayor, City of Hamilton.
 Address of welcome on behalf of the Canadian Good Roads Association by Mr. S. L. Squire.
 Address: Mr. C. R. Wheelock, President, Ontario Good Roads Association.
 Address: R. T. Kelley, President Hamilton Board of Trade, L. B. Howland, President Canadian Automobile Association, M. J. Overell, President, Hamilton Automobile Club.

WEDNESDAY, MAY 8th.

Appointment of Resolution and Legislation Committees.
 "Who Should Pay for the Road."
 Paper: Mr. C. R. Wheelock, President Ontario Good Roads Association.
 Discussion: H. Bertram, Toronto, Hamilton Highway Commission, Orangeville, Ont.
 "The Efficiency of the Highway in the Present Transportation Difficulties."
 Paper: Col. Wm. D. Sohler, Chairman, Massachusetts Highway Commission.
 Discussion:
 Annual Meeting Canadian Automobile Association.
 Address: F. Howard Annis Whitby, Ont.
 "How the Good Roads of France are Helping Win the War."
 Paper: Lt.-Col. W. G. McKendrick, D.S.O., Director of Roads of British Army.
 Discussion:
 "English and American Practice in the Construction of Tar Surfaces and Pavements."
 Paper: Arthur H. Blanchard, Consulting Highway Engineer, New York City.
 Discussion:

THURSDAY, MAY 9th.
Asphalt Pavements."

Paper: C. A. Mullen, Director Paving Department, The Milton L. Hersey Co., Limited.
 Discussion:
 "The Most Important Consideration Entering into Road Construction—Drainage."
 Paper: James H. MacDonald, Ex-State Highway Commissioner of Connecticut.
 Discussion:
 "What the Motorists can do to help the road movement and relieve the transportation congestion."
 Address: L. B. Howland, President, Canadian Automobile Association.
 "Result of Tests with Various Types of Pavements."
 Paper: W. H. Connell, Consulting Engineer, Philadelphia.
 Discussion:
 "Concrete Roads."
 Paper: A. Lalonde, C.E., Asst. Engineer, City of Outremont.
 Discussion:
 Annual Meeting Canadian Good Roads Association. Royal Connaught Hotel.

FRIDAY, MAY 10th.

"The Hot Mix Method of Bituminous Construction Using an Asphaltic Binder."
 Paper: E. Drinkwater, Municipal and Highway Engineer, St. Lambert, P.Q.
 Discussion:

THE GUILD LIFE OF ENGLAND.

The most striking example of the old guild life of the United Kingdom (with the exception of the Livery Companies of London) is the town of Preston, in Lancashire. Here certain old Guild customs survive in all their splendor. The festival was first celebrated in the year 1329 and every twenty years since then it has been repeated, save on two occasions—once during the Wars of the Roses, and again during the troubles of the Reformation period. When the date at which the celebration is due approaches, the Mayor issues a proclamation announcing that the Guild merchant for the borough of Preston will be duly opened on the first Monday after the Decollation of St. John the Baptist. All persons claiming to have any right to freedom or other franchise of the same borough, by ancestry, prescription or purchase, are then to appear in person or by their proxies, to claim and make out their rights. Otherwise, according to ancient and immemorial usage, they will forfeit the same. A court is formed by the mayor, the three senior aldermen of the Guild, and the clerk. Before this court, those who desire to be enrolled as freemen of the Guild must appear and make good their claims. To be recognized as such freemen was in the olden time a valuable privilege; to-day it is an honorable distinction. The trading fraternities gather early in the morning, and, accompanied by the noblemen and gentlemen of the county of Lancashire, proceed to the parish church. The service over, a grand procession is formed and the companies, with the insignia of the respective trades, join in a parade through the town. First in order come the tanners, skimmers, curriers and glovers; then follow the weavers and spinners, the cordwainers, carpenters, butchers, vintners, tailors, plasterers, smiths, gardeners, printers and bookbinders. Friendly societies are next marshalled, and the Lady Mayoress heads a great company of ladies of the leading families of the town and county. During the entire fortnight in which the festival is maintained, banquets, and wardens of the companies wait upon the Guild Mayor—balls, plays, concerts and other forms of entertainment succeed each other without intermission. Lastly, the masters in the Guildhall and their Guild orders are sealed and regularly entered in the books. Proclamation is then made, the name of each resident burgess is called over, and the Grand Seneschal affixes the corporation seal upon the Guild-book, and holding it up, says: "This is your law." The sergeants then make proclamation in these words: This Grand Guild Merchant's Court is adjourned for twenty years, until a new Guild Merchant's Court be held and duly proclaimed.—R. V., in "Gazette."

JOHNNY GET YOUR HOE.

Mr. A. Barnstead, organizing secretary of the National Committee on Food Resources of Nova Scotia, has sent the following, which was composed by Mr. George E. Graham, manager of the D.A.R., a subsidiary company of the C.P.R., and was sung with good effect at a public meeting held recently at Kentville, N.S.:

Johnny get your hoe, get you hoe, get your hoe,
 Make your garden grow, make it grow, make it grow,
 Plant your seeds from sea to sea,
 Let them work for liberty,
 Hurry right away, don't delay, start to-day,
 Forward to the land with a right willing hand,
 So we'll help defeat the Hun,
 Now we've got him on the run.

Over there, over there, over there,
 Send the food, send the food, over there,
 For our brave boys need it, our brave boys need it,
 The calls are coming everywhere,
 So observe and preserve
 Save the food, save the food, and conserve,
 So we'll help win the cause of freedom,
 And we'll plant, save and send, till it's over, over there.

"Abatement of the Dust Nuisance."

Paper: E. R. Gray, City Engineer, Hamilton.
 Discussion:
 "Roads for the Common People—Gravel and Macadam."
 Paper: Paul D. Sargent, Chief Engineer State Highway Commission, Augusta, Me.

The Citizenship of the Future

MRS. ROSE HENDERSON.

The Canadian Municipal Journal has been, and is, rendering splendid service to the municipalities throughout the Dominion in interesting its citizens to take a greater interest in civic and national problems, cleaning up and setting in order the larger home—the community. There is no greater business, and certainly no more honorable calling than that of "City Father," or "Chief Magistrate." Yet such is the peculiar conception of civic government and political administration in Canada that men fight shy of nomination for public office lest they be accused of having "sinister motives," personal "selfish interest" at stake and, unfortunately, this is often true. To graft rather than administer seems to be the incentive calling some men to office, and it seems as if this is inevitable and likely to go on until, as some of our pessimistic friends assert, "we change human nature." Meaning, of course, that human nature is more evil than good and that there is little hope, since the Creator himself saddled and handicapped the race in this way. Poor human nature! How we slander thee! Bismarck once said: "You cannot have scrambled eggs without breaking the shells," he might also have added that neither can you unscramble scrambled eggs. We cannot have good citizens, efficient and worthy of the people's trust, or an electorate of intelligent voters, determined on having their wishes, faithfully carried out by their representatives, until we break the shell of our ignorant and superstitious belief that citizenship is something that is inherited or imbibed with the air and demonstrated once in two, three or four years on election day when a bit of paper is marked and deposited in a ballot box.

No! Citizenship is more than this. Citizenship is something to be acquired through teaching, training, and participation, and not an inherited instinct or a natural law like the desire for food.

The stone walls most children have to contend with today is the ignorance of their own parents; the ignorance and selfishness displayed in bad housing, dirty streets, impure food and lack of play centres; the un-modern and machine-like school curriculum which tries to give a smattering of any and everything but the good essentials of home making and nation building; and the soul-killing and chaotic industrial machine before they are half grown.

Life is a scramble for most people from cradle to grave. Children scramble through school, then scramble for jobs,

in order to exist, later they scramble a few dollars together to get some bits of furniture and a marriage license, and no sooner have they started to live than they have to begin to think about dying. Again comes a scramble to get together enough to take out a life, or rather a death, insurance policy, and so life goes for most people. To unscramble this scramble is the herculean task of the future—a cut and dried policy which even Bismarck didn't formulate, other than to say: "If you want the nation to carry through any great idea, take and incorporate it in your school curriculum," the truth of which is being too eloquently demonstrated in the efficient but damnable German war machine which has devastated so much of God's good work. If the German children could have been trained to become such efficient life destroyers, why cannot our Canadian children be trained to become ideal citizens and life conservers? They can, and herein lies the salvation of this and all other nations.

Most people are mentally all mixed up; they don't know good citizenship from bad. They have no idea of administration. Civic beauty and idealism are lacking in community consciousness without even an elementary knowledge of the common by-laws.

Life therefore being such a mix-up and scramble, I agree with the pessimist who dolefully says you must "change human nature."

I have little hope of changing the mind and attitude of adults. There is nothing people hate so much as change, or, to part with their old fogie notions. The nature and mind of the child, however, is plastic clay awaiting the deft fingers of the artist to mould it as he will. The child has no hide-bound theories of any kind, therefore open to teaching and conviction. With the child lies our great hope for a better and saner future. Good citizenship is the rock on which national prosperity is founded. How and where to begin its training is the question of the hour.

To this there is and can be only one answer—begin in the schools—"Mercy me!" The teacher exclaims, another formula for the harrassed pupil to expound," nevertheless there is no other place where citizenship can be more effectively demonstrated than in the community school. It has been applied, tried out and pronounced successful beyond question.

In my next article I will try to point out how good citizens can be made out of the raw material of childhood, without injury to teacher or pupil, and with beneficial results to all.

Making the Autos Pay for the Roads

Some novel features will mark the five-thousand-mile highway system proposed for the State of Illinois. Conspicuous among them are the plan to build the roads especially for motor traffic and the proposal that the automobilists shall pay principal and interest of the sixty millions expended. This is to be done by adjusting the license charges to that end. A contributor to "Engineering and Contracting" (Chicago) notes that road-building has been financed in the past, first by personal labor with the alternative of a poll-tax, and later by a tax on adjoining property. This latter plan, he says, was quite satisfactory as long as the property-owners who paid the highway taxes obtained the major benefit from the roads which these taxes made possible. But:

"The growth of automobile traffic has injected an entirely new element into the situation, not only because of the creation of a large body of highway-users who are not owners of real property, and who therefore have not contributed in proper proportion to the cost of constructing the highways, but also because the use of the improved highways has become very largely a matter of recreation rather than of business. . . .

"With due regard to the efforts which have been made along this line by the State of Maine, it has remained for the State of Illinois to present the first comprehensive scheme of highway construction based on a complete abandonment of the old methods of financing highway construc-

tion (the poll-tax and the property-tax) and to propose a new adjustment of the burden of construction and maintenance costs, the distribution of this burden being made through a graduated license fee collected from all motor-vehicle users. Of course, the automobile license is nothing new. But the use of licenses as a means of collecting the entire cost both of constructing and maintaining a large highway system is new and deserves the careful consideration and the thoughtful study of all who are interested in highway development. . . .

"Under present-day conditions, a State highway system is, above everything else, a vast recreation system. Future development may change this aspect of the matter more or less. The truck may be developed to a point where it will convert State systems into freight-traffic routes. However, this contingency is fully covered by the provisions for making truck-owners pay liberal license charges. . . .

"In passing it should be noted that Illinois, very wisely, proposes to retain the old system of property taxation as a means of raising funds in excess of those raised by the poll-tax, in so far as the old system applies to the smaller governmental units. Moreover, a portion of the motor-vehicle license money may be used as State aid on local roads, though the proportion is relatively small, as, in justice, it should be, for the local roads differ from the roads on the State system in that they are largely built to meet the demands of business instead of the demands of pleasure-seekers."—Literary Digest,

Municipal Finance---Its Relation to Pavement Construction and Renewals

By CHARLES A. MULLEN.*



An article, appearing in a recent trade publication, by Mr. George C. Warren, opens again the controversial subject of how we shall pay for our pavements. One possibility, not dealt with by Mr. Warren, is, charging them to the public through a wheel tax levied by the city, county or State. The writer would like to see this idea fully exploited; or, to learn where it is in vogue and how it is working, if at all.

Why do we build roads and pave them? For wheels. No other reason. Were it not for vehicular traffic—other than bicycles

and baby carriages—sidewalks and footpaths alone would serve our purpose. And, since we build the pavements for the wheels, wouldn't it be logical to pay for them through the wheels?

Some disgruntled person may remark, at this point, that we have paid for most of our pavements "through the nose." Or some critic may suggest that, if we pay for our pavements through the wheels, "why should we not pay for our sidewalks through our shoes." The first may be true, and the last may not be so foolish as it at first seems; but, at present, hadn't we better stick to the wheels and the vehicles they support?

It has always seemed to the writer that a tax should be collected through a logical channel. At present, we are fooling ourselves very badly as to the cost of highway transportation. A railway must maintain its roadbed, and collect the cost thereof in its freight charges and passenger fares; while an autobus line, delivery wagon or auto truck, or even a passenger automobile, does not pay for its roadbed, and the expense thereof is not figured into its cost of operation.

It is true that some States are taxing automobiles and using the proceeds for road maintenance. This is a step in the right direction; but, why not carry the principle to its logical conclusion, by securing all the money for road building and maintenance through a wheel or vehicle tax? If roads are for vehicles and vehicles alone, why should the general city tax, or the abutting property, pay for them, instead of the owners of the vehicles to whom the wheel tax would be charged? They, in turn, would charge it into the cost of their services to the community, so that, finally, it would rest, as always, upon the ultimate consumer—but, through the logical and proper channel instead of in the present unsatisfactory way.

Illogical procedure may usually be depended upon to produce illogical results. In the City of Montreal, where the writer now spends most of his time, and which pays for both its pavement construction and pavement maintenance out of the general city fund, the illogical results have fully materialized. On the whole, we probably have the worst paved streets in North America.

Because of a stringency in municipal finance, charged by some to War Conditions, but due much more directly to purely local causes, quite painful for a citizen of Montreal to mention, the "City Fathers" thought it wise to neglect the street pavements. Thereby they avoided spending some money from the General City Fund for those par-

ticular years when these particular "City Fathers" were appealing to the citizens for their suffrage, and they were happy.

Money was saved to the particular General City Fund; but, in doing so, they wasted a lot of money for the community. After a few years of this kind of "saving," the streets of Montreal are so bad that they can be traversed neither with pleasure nor in safety. Trucking firms were, even last year, threatening to sue the city for damages, because of the excess wear and tear on equipment, and the greater expense of smaller loads made necessary through the ill repair of the pavements.

Now what the General City Fund "saved" in dollars and cents was paid out, many times over, in equally good dollars and cents, by the vehicle owners using the streets of the city. They paid in repairs to wagons and automobiles, and in excess horse power—both in the nature of gasoline and oil, and of the old animal flesh-and-blood kind,—required to move a given tonnage between given points. They paid heavily; and they kicked to the "City Fathers," to no purpose.

Were the City of Montreal paying for its pavement construction and maintenance by a wheel or vehicle tax, this condition would not exist very long. The vehicle owners would not be slow to realize that they could get the same results at less cost by paying their money into a proper tax fund to build and maintain pavements, rather than by paying it to the wagon-smiths, the garages, the horse dealers, and in excess labor costs to men who are swearing at the discomfort to themselves growing out of the unkept street surfaces.

Some may object to the wheel tax, as a means of paying for road service, on the ground that it too closely resembles the old toll roads system. To such, it can be said that there were two great objections to the collection of tolls; first, too much of the amount of the tax was spent in the collecting thereof, and second, the toll roads were privately instead of publicly owned. Of these objections, to the writer, the last only seems fundamental; the first is a matter of practical application that is overcome by the wheel tax.

Another objection that might be raised, is, that we are getting away from free public roads. But nothing is free; we are paying for them now, only by a different and less satisfactory method. Nothing that is the result of labor can ever be free. Natural resources may be, but not manufactured products, such as roads. Someone must always pay; so, why not have the burden fall equitably upon the road users through a wheel or vehicle tax?

The writer is not ignoring the fact that so radical a change in the method of paying for our pavements would meet with a lot of opposition from the status quo. Neither does he claim to have suggested anything new; for the plan was, he is quite sure, advanced by others long ago. What he does suggest is that we really begin to think about doing something along these lines. It is a long way to Tipperary, but it is probably an even longer journey to a satisfactory method of taxation to pay for road building and paving. Let's hear what the Single Taxers, and others, have to say about it.

THREE-HUNDRED-AND-SIXTY-FIVE-DAY ROADS.

Again we are witnessing the spring break-up—not of the ice in our rivers, but of the roads. The stream quickly resumes the normal, the ice is swept out, no damage has been done. The highway, on the contrary, is ruined. The surface has been broken through; that which was a road is now a plague of ruts. If this applied to the byways it would be bad enough. But it is true of trunk highways too. Commerce is stopped and the war congestion on the railways becomes worse. Year after year we have endured this condition, but the war has given us a new point of view. In normal times we stopped road transportation; we endured the condition because we did not realize that it increased the cost of living. Now war sternly forbids the interruption of road traffic—and there is developing with tremendous strength a demand for "365-day roads." They must come. They are an essential of the trunk-road policy of the future—yes, and of these war times.—Engineering News Record.

*Director of Paving Department, Milton Hersey Company, Limited, Consulting Engineers, Inspectors, Industrial Chemists, Montreal and Winnipeg.

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His Worship the Mayor and Council,—

Dear Sirs,—By the cordial invitation of His Worship Mayor Todd, and City Council, the Annual Convention of the Union of Canadian Municipalities will be held in the City of Victoria, B.C., on July 9th, 10th, and 11th, Tuesday, Wednesday, and Thursday.

You are earnestly invited to send one or more delegates to take an active part in the proceedings. Also to draft any resolution, or any municipal question you wish to be brought before the Convention.

The Union of Canadian Municipalities is "the people's parliament," your parliament, and you represent directly the taxpayer. To-day the responsibility of the municipal councils of Canada to Win the War, and for After the War is greater than ever. And it is only by the united counsel of leading municipal men in Convention that the problems confronting us can be adequately solved.

To the eastern delegates the time and expense is a serious matter at present, but the benefits that come to all more than compensate for the outlay. The municipal men of the West have pressed their invitation for several years; they are anxious to meet the municipal men of the East, and the West is of exceeding interest to Eastern people, in view of the movements expected there after the War, which must affect all Canada. This Convention in Victoria presents an opportunity to get a deeper knowledge of the West, a wider national outlook, and an occasion to cement Canadian National spirit, and the Empire.

The Convention Programme is now being prepared, and a copy will be sent you, with full particulars, at an early date.

Faithfully yours,

W. D. LIGHTHALL,

Hon. Sec.-Treas. U. C. M.

Montreal, May 1st, 1918.

SOME ASPECTS OF 1918 ROAD WORK IN UNITED STATES.

Road work in 1918 must differ in a number of important particulars from that done in previous years. Conditions unlike any that have obtained before are confronting road builders and the work must be planned to meet them.

The winning of the war is the one great task to be accomplished. It must be done and done in the least possible time, and to that end everything else must be subordinated. This does not mean that road work should stop nor even that it should be curtailed; it does mean, however, that the available money should be spent and the labor obtainable should be used on the roads that will contribute most to a complete and speedy victory.

Fighting men alone cannot win the war. The troops at the front must be fed and clothed and kept supplied with arms and ammunition. Food and other supplies must also be sent to meet the needs of civilians in allied countries.

To do all this we must keep the production of our mines, our farms and forests and our factories at the highest possible point. We must provide ships to carry men, munitions and supplies to the front, and to carry food, raw materials and manufactured articles to allied countries. In addition, we must keep all industry at as nearly normal as possible in order to enable the country to raise money to meet the enormous cost of the war.

To do all this we must have adequate transportation facilities within our own borders. Unlimited natural resources are of no value until we provide means of transportation; bumper crops are worthless unless they can be moved; record breaking production in factories is useless unless goods can be shipped.

Transportation does not mean railroad transportation only. Almost without exception, every ton of freight that is carried once by rail is carried twice by road. Under normal conditions practically all shipments involve one long haul by rail and two short hauls by road. Under the conditions obtaining during the past year and likely to obtain for some time to come, a not inconsiderable portion of the long-haul transportation also must be taken care of by the highways.

For these reasons we must keep on building roads and we must under no circumstances fail in the upkeep of the roads already built. We must do as much as we have done in other years—more than we have done before, if we possibly can—but we must do it differently.

We must stop building patchwork systems of roads laid out to please petty politicians and, instead, fill in the gaps in our through routes.

We must postpone for the present the construction of scenic roads and build highways for freight traffic.

We must defer for a while, the building of roads to open up new territory and bend our efforts to perfecting the roads required to serve the farms now partly unused because of inability to market the crops.

We must end the neglect of improved roads and take steps to safeguard the heavy investment they represent.

MACADAM MAINTENANCE.

Col. Wm. Sohler, in a paper given some time back, gave the approximate cost for the maintenance of the main French roads, which are built of macadam as follows:

French Roads.	Miles.	Total Expense.	Per Mile
Routes Nationales	23,800	\$6,500,000	\$273
Routes Departmentales	8,100	1,500,000	185
De grande communication	107,300	16,900,000	157
D'interet commun	47,500	6,000,000	126
Ordinaires	184,700	14,500,000	78

Col. Sohler, in referring to these roads, says that the French Engineers state that on the main roads near the cities \$273.00 a mile per year for maintenance is not keeping the roads up. The paper further states that, "to keep these roads in first-class condition it would require \$500.00 a mile additional," which would make the total cost practically \$770.00 per mile per year. It should be carefully noted that this is the cost in France, where both wages and materials are cheaper than here, so that in applying this cost to Canada it would probably mean double that amount.

Col. Sohler gives the following statistics regarding the maintenance of English roads:—

County Councils:	Miles.	Yearly Maint'ce Per Mile.
Urban Main Roads	4,189	\$1,100
Rural Main Roads	23,565	431
	27,754	
County Boroughs	9,366	685
London Authorities	2,192	1,680
	11,558	
Urban Roads	11,411	425
Urban Roads	4,871	555
Rural Roads	95,077	122
	111,359	
Total all Roads	150,671	290

We must do without imported materials so far as possible and develop to the fullest the use of local materials.

We must get along with the fewest laborers possible, substituting labor saving machinery.

We must make careful studies of the needs of our respective localities and then spend the available funds where they will go farthest towards winning the war.—American Good Roads.

CONCRETE HIGHWAYS IN CANADA (Number of Municipalities using same, to end of 1915).

Classification	Up to						
	1909	1910	1911	1912	1913	1914	1915
Streets	4	7	7	14	30	30	28
Roadways	0	0	1	3	7	6	7
Lanes	2	1	1	2	2	6	2

SQUARE YARDS CONCRETE HIGHWAYS IN CANADA (BY PROVINCES).

Province.	Prior to								Totals
	1909	1909	1910	1911	1912	1913	1914	1915	
Alberta		1,319	114,676	10,020	13,895	53,413	10,683		204,006
British Columbia			10,283	28,075	31,899	40,414	36,371		147,042
Manitoba						52,594	43,466	37,480	133,540
New Brunswick						540			540
Nova Scotia						650	10,670	17,439	28,759
Ontario	72,806	23,664	17,831	26,055	130,569	209,366	297,734	441,580	1,219,605
Quebec				5,745	37,805	112,023	151,391	185,915	492,879
Saskatchewan			16,000	16,710					32,710
Totals	72,806	24,983	158,790	86,605	214,168	469,000	550,315	682,414	259,081

The Forum

H. S. ROSS, K.C.

"Don't let us complain of things or persons, or of the nineteenth century, or of the indifference of the country . . . but simply say to ourselves: These are the things and persons through which and with which we have to work, and by influencing them or managing them or forcing them, the end must be attained or not at all.—Benjamin Jowett.

City Manager—112,571 City.

The City Manager of Grand Rapids, Michigan, reports good progress during the ten months of operation under a city manager. Some of the improvements are:

Approximately \$600,000 worth of property previously exempted from taxation, without adequate reason, is being replaced on the rolls.

The City Attorney and City Treasurer are collecting taxes from receiverships and bankrupts, based on a far reaching legal decision secured by them which will amount to about \$50,000, previously respread at large and paid by the general taxpayer and small home owner.

All ordinances of the city are being systematically gone over, revised and consolidated, and brought up-to-date.

The inspection of food stuffs, and the conditions under which food stuffs are sold, has been put on a firm basis. The work formerly done by nine sanitary inspectors is now being done by three.

The medical staff of the Health Department are acting as physicians and surgeons for the Police and Fire Departments.

A full time physician to work on tuberculosis has been authorized.

People needing and entitled to material aid are not only being helped adequately, but a real effort is being made to place such families on a self-sustaining basis, with a large degree of success.

Centralized purchasing under the Purchasing Department will show a saving of about \$30,000 this year.

In spite of increased service, increased wages, increased cost of all materials, and no increase in tax rate, the year will be ended with a substantial cash balance instead of a deficit.

Running on Schedule.

This is the way the city manager of Waltham, Mass., is starting out, according to the Waltham Free Press:—

A definite schedule of office hours for the department heads has been arranged by City Manager Bingham, so that in future the public may know of the time when they can meet the supervisors at the department offices, on matters of business. Notices have been prepared by the City Manager and will be posted, showing the office hours of the city officials, and the office of the City Manager will be open in accord with the same schedule.

The office of the City Manager will be open for the transaction of official business of the city mornings from eight to ten o'clock. This means that the time will be given exclusively to conference on city work and meeting of city officials. From ten to eleven o'clock and from two to three o'clock visitors will be received, and any, aside from city officials, who seek conference with the City Manager on city matters must call in the two hours designated.

The same schedule will apply, so far as is possible, to the department offices.

In the other hours, the City Manager and department officials will be free for outside work, inspections, and other lines of their daily routine.

The adoption of a definite schedule was a necessity, for with almost a continual line of calls the City Manager could not expect to carry out his daily plan of work.

With the schedules posted, the public will have opportunity to know just when it can confer on city matters, and the new plan will work out well to general advantage.

Taxation.

Government (under our present system or lack of system) means taxation, and taxation means government. And how we dislike being fundamental when dealing with what we have been taught is a very difficult and delicate phase of our governmental problem. The people of Cali-

fornia are carrying on a campaign called The Great Adventure to free the land of the state to the people, open the sources of food and provision the Allies—by an initiative amendment to the State Constitution providing for the single tax on land values. The election is November 5, 1918. The proposed law is as follows:—

"The people of the State of California do enact as follows:

"A new section to be known as Section 15 is hereby added to Article XIII. of the Constitution, to read as follows:

"On and after January 1, 1919, all public revenues, state, county, municipal and district, shall be raised by taxation of the value of land irrespective of improvements thereon; provided that war veteran, college and church exemptions in section 1 $\frac{1}{4}$, 1 $\frac{1}{2}$ and 1a, Article XIII. of the Constitution, are not affected hereby."

The intent of this single tax amendment is to prevent the holding of land out of use for speculation and to apply the land values which the community creates to community purposes. All constitutional provisions and laws in conflict herewith are hereby repealed."

If 100,000 voters sign the initiative demand the voters may vote yea or no on the question of freeing twenty million idle acres of California. The Great Adventure polled 263,000 votes last year and needs only 70,000 more in order to win.

There is a strong Anti-Single Tax League and a vigorous campaign is being waged.

No Spoils at Dayton.

Mr. Barlow, the new city manager, announced that with the exception of one or two necessary adjustments there would be no changes in personnel. Absence of personal politics guarantees under the city manager plan, continuity of municipal policy.

Boston's Mayor.

The Mayor of Boston is to be limited to a single term of four years, and no longer, subject to recall at the end of two years.

The Short Ballot Bulletin (283 Fourth Ave., New York City) says of this change:

"The philosophy underlying this change is interesting, but why if the mayor is a good one, should he not be retained—good officials are none too plentiful. If he is a 'bad-one' don't re-elect him. It is another attempt at Government by repression instead of government of responsible power."

Proportional Representation.

This review is issued quarterly by the American P. R. League Franklin Bank Bldg., Philadelphia. The January number is particularly interesting, containing a re-statement of the case for P.R. The article is entitled: "The Fundamentals of P.R. And Why P.R. is Fundamental." There are introductory statements by Dr. Eliot, President Emeritus, Harvard University, Wm. D. Foulke, President American P.R. League, and D. C. Coates, Vice-Chairman National Party.

It is pointed out the majority system in multi-member districts or a large district is used for the election of the commission in most of the cities governed under the commission-manager plan. What in those cities (is asked) is its effect on the community? At Dayton the administration of the manager, Henry M. Waite, was efficient and humanly sympathetic. Yet after four years, the city was divided from top to bottom—split in two—by the block vote of commissioners in November, 1917. Professor Raymond Moley wrote in the Survey of December 22, 1917: "In Dayton the present commission is composed of four members of a non-partisan organization and one Democrat. During the past two years a considerable amount of dissatisfaction has been expressed on account of the personnel of the commission. It has been repeatedly asserted that the membership of the commission represents only the business and professional classes of the community." Under the block vote 58 per cent of the voters elected 100 per cent of the group of representatives chosen, and that forty-two per cent have no representation at all. While the

THE FORUM—(Continued).

majority has the right to control this control under the Dayton system is absolute and exclusive. The majority determines the policy of the government and also excludes a large minority from representation. As criticism cannot be voiced in the council by representatives of the minority, irregular and underisable methods of expression are used—criticisms often uninformed and unjust.

And it is asked—What is to be expected but the division of the community into hostile camps if a bare majority of the voters can get all the representation in the only deliberative body in the city, the body which levies and spends the taxes of all? The election of such a body does not call for any division at all, either at large or by districts, but merely for condensation, the boiling down of the many voters into the true spokesmen of the several elements or opinions among them.

The Need For Proportional Representation.

Manitoba, Saskatchewan, Alberta and British Columbia returned only one or two opposition candidates at the last general election, although 150,000 electors voted for the Opposition. These voters are unrepresented. In Quebec, only three Unionists were elected, although 76,000 voted Unionist. The government has two seats in Prince Edward Island, although the Unionist vote wash 12,297 and the Opposition 12,515.

With proportional representation the parties would be represented in proportion to their real strength.

Disqualifying the Workers.

One of the most objectionable laws passed by the Quebec Legislature last session increased the deposit to be made by Montreal aldermanic candidates from \$200 to \$500. The bill was introduced by a country member. No doubt at the next provincial election, candidates for the legislative assembly will be asked to declare their position on this question.

The idea underlying this law is much the same as the divine right of kings, and tends to put the rights of property above moral worth. There are many worthy, industrious citizens who do not acquire much, if any property, while others take all they can get from their community without giving much if any real public service. The new law is not democratic and should be changed.

The Open Forum and Direct Legislation.

Under direct legislation an appeal may be taken from the action or non-action of representatives to the voters. It gives direct self-government. Without direct legislation people must live under such laws as their representatives choose to pass and such laws only. This subjection to the will of representatives exists in all of our provinces and all of our towns and cities except St. John, N.B., Lethbridge (Alta), . . . Manitoba, Saskatchewan and Alberta electors have voted in favor of direct legislation, but the representatives have so far failed to carry the elector's wishes into effect. How easy it is for representatives to block the going into force of a law to them undesirable. Until there is political machinery enabling voters to pass or reject laws of their choosing there is no real government of the people by the people.

Under our present representative system, many evils have developed. Special interests, by influencing elections and by influencing legislators after election gain an undue influence and often completely control the course of the principle legislation enacted.

Direct legislation breaks the power of private interests and keep the laws in harmony with public opinion and public interest as is to be seen clearly enough by a study of the experience of Switzerland since direct legislation was adopted by that country (probably the nearest to a real democracy) forty years ago.

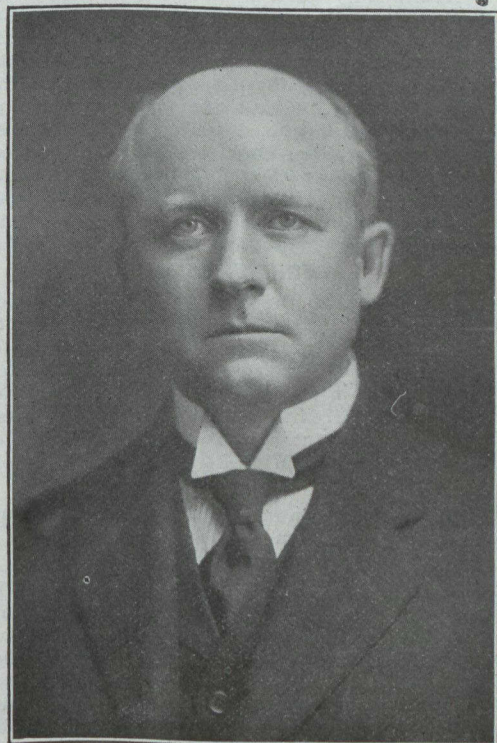
Under this system it is found the voters are conservative and constructive, not radical and destructive. Perhaps the best evidence that this reform is in the interest of the mass of voters is that it is (generally) opposed by those who are not willing to give up some special privilege, and those who do not trust the voters and fear a real democracy. The danger of popular government is in an uninformed and therefore unintelligent electorate.

When through indifference the electors lose control of their government it passes into the hands of persons who often neglect the interest of the general public. When

Two Past Presidents of the Canadian Good Roads Association who will attend the Annual Congress at Hamilton, Ont.



B. MICHAUD,
Deputy Minister of Roads for Province of Quebec.



W. A. McLEAN,
Deputy Minister of Highways for Province of Ontario.

voters consider distinct questions and policies a splendid educational work is being done. If electors are to vote for measures as well as men some opportunity should be given for public discussion of public questions.

A People's Forum has (as is now quite generally known) been established at Ottawa, Montreal, Winnipeg, and Calgary and all have had a successful season.

Given a hall, a speaker, with a message, tactful chairman, and an audience, and any community may have an open forum.

"Regenerate the individual" is a half truth; the reorganization of the society which he makes and which makes him is the other half.—Henry D. Lloyd.

Affairs in Manitoba

H. E. MORTON.

Winnipeg's city fathers have certainly a lengthy programme of civic reforms with which to deal—one which promises to keep all busy throughout the summer months, or even until the expiry of the present council's term in December next.

Prominent on the programme is the jitney question, of which more will be said anon. Another star performance on the programme is the civic wage boost in which heads of departments recommend large advances and no reductions; the 1918-1919 budget in which a boost of four to five mills in taxes is promised, bringing the tax rate up to about 22 mills, and sundry ticklish by-laws on various subjects.

In the civic wage-boost masterpiece the gentle art of camouflage is being developed with even greater perfections as the days roll by. The cleverly drafted schedule of salaries which the board of control now has under consideration, in the shape, or rather in the disguise, of an "adjustment" of salaries, seems nothing more or less than a recommendation for straight increases all along the line. The heads of departments had been instructed to "equalize" the salaries bringing up the lower paid men to the level of the average paid ones, but instead, in the majority of cases all those who are now on the lower rung of the ladder are hoisted to the very top step, no matter if it cost one dollar or twenty a month to bring them up to the best man in their class. The newly proposed equalization is, or at least seems to be, the application not only of an exaggerated principle of democracy, but even of the more advanced doctrine of the Bolsheviki—every man is as good as his neighbour and even better. In not a single case throughout the nine pages of names and figures submitted to the board of control is there a recommendation that any salaries should be cut, or that any member of the present civic staff could be dispensed with, despite the many recommendations from other quarters that fully one-fourth of the staff could be done without. This matter is under consideration, and what the recommendation of the board and decision of the council will be is looked forward to with much interest and not a little alarm.

Taxes Due by Soldiers.

A by-law to deal with the matter of taxes due from soldiers will be drafted by the city solicitor and submitted to the board of control and city council at an early date. The by-law will give power to the city tax-collector to remit certain percentages on taxes on homes of soldiers and make it possible to pay arrears of taxes by instalments. The new by-law will be of interest to other municipalities contemplating like legislation and contains the following clauses:

(1) The tax collector to be given the power to remit percentages on taxes on homes of soldiers who have served or are serving overseas from date of enlistment.

(2) Percentages on taxes already paid by soldiers, or their dependents, or agents, on soldiers' homes, which accrued since date of enlistment, may be refunded to the party who paid or to the collector to apply to subsequent taxes.

(3) Application for remission or refund of percentages to be made by soldier or some person on his behalf who shall submit a declaration on prescribed form to be filed with the tax collector and the city solicitor to investigate and report on facts of the case when deemed expedient by the tax collector.

(4) In case of property redeemed by the city from the tax sale and placed on the tax roll of arrears, the same may be paid by instalments to be fixed by the tax collector, and such instalments must be sufficient to pay at least one year's taxes within one year from the date of redemption.

(5) Remission of percentages to continue for year from the date of termination of the war or the discharge or death of the applicant.

(6) The benefit of this provision for redemption of property and reduction of percentages chargeable shall apply to the homes of soldiers, whether they are the legal or equitable owners thereof and whether or not the property appears in the name of the said soldier on the records of the lands title office.

Street Railway vs. Jitneys.

The question of the abolition of jitneys in the various cities of the continent, is also the question of the hour in Winnipeg. The question here has widened into so many other questions that the city council seems quite at sea. The desire of the majority of citizens is to see the street railway a fairly remunerative proposition, to the extent that a fair return should be received on the capital invested.

Several whole nights have been taken up by the city council in discussing the pros and cons of the situation—whether the jitneys should be abolished; whether they should be prohibited from running on routes already served by the street railway, or whether they should be allowed to run as hitherto. As stated before in these columns, the council decided that in face of the financial position of the railway there was no alternative, but to stop once and for all the jitney competition, but further decided that the time was opportune for an agreement with the street railway in which many outstanding points of contention might be solved.

This agreement of twenty-three clauses came before the council at a recent meeting which lasted well into the early hours of the morning, when deliberations came to a stop after the passing of fifteen clauses, the brick wall being a clause proposed by Controller Puttee binding the company not to make any increase in fares. This clause, several members said, would, if inserted, nullify the whole agreement, and if the agreement fell through it would probably mean that the whole question of electrolysis between the city and the company would be revived; the city would be sued for the one million dollars damages mentioned in connection with the jitney controversy; the company would apply to the Public Utilities Commissioner for permission to increase fares, and the city would get nothing in the way of promised transportation improvements such as were laid down in the agreement. At an adjourned meeting the city council decided to insert the contentious clause, and the city stood worse off than if the negotiations had never been started.

ENGINES NAMED AFTER ENGINEERS.

No new policy undertaken of recent years by the C.P.R. has received such widespread expression of approval as that of naming passenger locomotives after the engineers, who by reason of their fine service or deeds of exceptional heroism have earned special distinction at the hands of their company.

If the engineers themselves are pleased, still more so is the general public, which realizes that an admirable system has been discovered for paying due tribute to a splendid race of men who have hitherto hid their lights under bushels. The C.P.R. is displaying these names in no niggardly fashion. The names are incorporated on the newly adopted insignia of the railway—a circular band enclosing a beaver mounted shield on which is painted the maple leaf. The name of the engineer is shown in letters of gold upon a blue ground; while the green leaf, the white shield and the brown beaver afford a color combination exceedingly striking and effective. This insignia is painted under the windows of the engineer's cab, the most conspicuous and at the same time, most appropriate position that could have been selected.

Jack Hartney, who runs the President's engine when the head of the great system leaves Montreal for the West, has such skill in starting a train that the passengers would not know it was in motion unless they looked out of the window.

Arthur Charlebois has been forty-two years in railway service, and comes of a family of engineers—his father, Pierre Charlebois, having been the eldest conductor in Canada when he died. The tradition is being kept up, for he has a son a fireman on the C.P.R. to-day. Arthur Charlebois was one of the founders of the Brotherhood of Locomotive Engineers in Montreal.

Tom Turner is well known and exceedingly popular at North Bay.



Burglars Chances Lessened Burglars Captured Booty Recovered

These three things are more nearly assured by the Northern Electric Police Alarm System than by any other system at present in operation.

Burglars might as well expect to get away from an electric man trap, as to beat the Police Department that employs the Northern Electric Police Alarm System.

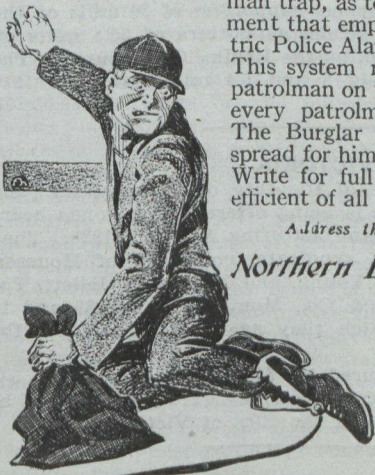
This system not only summons the patrolman on the beat, but it summons every patrolman for miles around. The Burglar is caught by the net spread for him.

Write for full particulars of this most efficient of all Police Alarm Systems.

Address the office nearest to you.

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- Calgary,
- Vancouver



The Electric MAN-TRAP



HATS OFF TO GRAHAM.

Lieut.-Col. Charles M. R. Graham, ex-mayor of London, has accepted the reduced rank of major and has gone to the fighting front. Major Graham is beyond the fighting age limit. He has business and family responsibilities. But he enlisted for service to King and country, and nothing is permitted to stand in the way of his giving that service, even to life itself. The example set by this splendid officer and citizen is an inspiration to his fellow citizens of London. All honor to him.—The London Free Press.

SUN LIFE LIBERALITY REPEATED.

A decision of importance to former policyholders of the British Columbia Life, recently reassured by the Sun Life, has been made regarding the extra premium chargeable under their policies, where the assured engages in military or naval service. The Sun Life management has voluntarily waived all restrictions regarding military and naval service in the case of British Columbia Life policies issued prior to August 4, 1914, and in force on the date of the completion of the agreement, and have further agreed that the present war clause of the Sun Life be made to apply to all policies issued since August 1, 1914. Even in cases where British Columbia Life policyholders have signed an agreement limiting the company's liability to 25 per cent of the sum assured, the Sun Life has undertaken to protect them against the war risk for the full amount.

HALIFAX WANTS ENGINEER BACK FROM THE FRONT.

The City of Halifax Board of Control recently requested the release of Major E. W. Doane, City Engineer, from military service overseas, but was asked by the authorities if it was imperative that the Major should return.

The Board decided to notify the authorities that it considered Major Doane's return to his civic duties imperative in the interests of Halifax.

The "Why" of Conservation.

In a survey by the United States Food Administration the situation is summarized thus: "The Canadian and United States supplies, upon a normal export basis, fall approximately 350,000,000 bushels short of the Allied needs. If by conservation measures in Canada and the United States we can increase the export by 150,000,000 bushels we will have reduced the deficiency to 200,000,000 bushels. This we could do if our both peoples would eat one pound less of wheat flour per week and one pound of corn meal instead."

Incinerator Wanted

A small western town is in the market for an "Incinerator". Literature and quotations in first instance, to A.B.C. Canadian Municipal Journal, Montreal.

Our Services At Your Disposal

Municipalities that are contemplating the issue of Bonds, the investment of Sinking Funds, or any change in financial policy, are cordially invited to avail themselves of our services as specialists in—

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MUNICIPAL FINANCE.

NOVA SCOTIA MUNICIPAL BORROWINGS.

The municipal borrowing bills passed by the Nova Scotia Legislature at this session, apart from the financial loan, amount to a total of \$309,600. The bills provide in all cases, except three, that the rate of interest shall be 6 per cent. The exceptions are Sydney, which is authorized to pay as high as 7 per cent, and Halifax and New Waterford, which are fixed at 5 per cent. The amounts authorized to be borrowed are as follows:—

Town of Amherst	\$7,000
Town of Truro	22,600
City of Sydney	47,000
Town of New Waterford	35,000
Town of Bridgewater	20,000
City of Halifax	110,000
Town of Dartmouth	68,000
Total	\$309,000

TAX RATES.

Vancouver, by placing a tax on improvements to the extent of 25 per cent of their value, has been able to hold down its 1918 tax rate to practically the same rate as last year—24 mills net to the taxpayer who meets his obligations in time to take advantage of the discount.

Stratford's tax rate has been struck at 32.1 mills, not including the provincial war tax. This is an advance over last year's rate but is not as high as was expected.

Moose Jaw has struck a tax rate of 28 mills on an assessment of \$24,429,930.

The 1918 tax rate for the town of Oshawa has been struck at 32 mills, an increase of 2 mills over 1917.

Every cent of 1917 taxes has been collected in Tillsonburg, according to a statement made by S. Betts, the local tax collector, to the town council. Reeve Denton stated that it was the best showing ever made by a local tax collector.

1,357 properties were listed in a recent sale of properties for arrears of taxes in Toronto, but only about 200 actually came up for disposition, the rest having been redeemed in the interval. In twenty-four hours, some 600 claims were settled.

QUEBEC.

The Minister of Finance has authorized a bond issue of \$479,000 for the city of Quebec. The bonds will be issued at 6 per cent for a period of five years, and it is expected that they will be floated locally.

A tax rate for public school supporters of 30 mills on the dollar and for separate school supporters of 36.8 mills on the dollar has been struck by the Regina City Council. The increases are respectively 6 and 6.4 mills over the 1917 rate.—Financial Post.

VICTORIA.

A million dollar issue of the City of Victoria, B.C., six per cent ten-year bonds is being offered. The bonds bearing date March 1, 1918, and maturing March 1, 1928. They are being offered by a syndicate, composed of Housser, Wood & Co., Macneil & Young, and Morrow & Jellett, Toronto, and Greenshields & Co., Montreal. At 92.89 and interest, the price at which they are being marketed, the yield is 7 per cent.

The new issue is secured by \$1,090,566 consolidated 5½ per cent debentures maturing serially 1918-1967, as well as being a direct obligation of the City of Victoria.

ESSEX COUNTY, ONT.

Messrs. A. E. Ames, of Toronto, have been awarded Essex County issue of \$60,000, 6 per cent 20 installment bonds. Price 98.39.

SHERBROOKE.

Hanson Bros. of Montreal were the successful bidders for the issue of \$150,000 6 per cent 5-year bonds of the City of Sherbrooke, their bid being 96.51 and accrued interest.

SOME RECENT MUNICIPAL AWARDS.

MONTREAL BOND ISSUE SUBSCRIBED.

The public issue of \$6,900,000 city of Montreal 5-year 6 per cent gold bonds has been fully subscribed and the lists closed. The Bank of Montreal acted as the agents.

The Bonds were offered at par, without accrued interest for payment on the 8th of April. This means the payment to investors of a bonus of interest from the 1st of December, 1917, to the 8th of April, 1918, thereby reducing the net price of the bonds to a figure which makes the interest return 6½ per cent per annum.

VERDUN, QUE.

Messrs. Versailles, Vidricaire and Boulais, Limited, have been awarded a block of \$450,000 6 per cent 5-year bonds of the City of Verdun, P.Q. The issue was sold at 95.70 and accrued interest for the whole amount. Eight tenders were received.

SHERBROOKE, QUE.

Messrs. A. E. Ames and Company, of Toronto, have been awarded a block of \$150,000 6 per cent. 5-year coupon gold bonds, of City of Sherbrooke, P.Q.

QUEBEC, QUE.

The minister of finance has authorized the bond issue of the city for a sum of \$479,000. The bonds will be issued at five-year terms, bearing 6 per cent interest.

SASKATOON, SASK.

A block of \$100,263 5 per cent bonds, of city of Saskatoon, dated January 1st, 1914, and due January 1st, 1914, have been awarded to Messrs. W. A. Mackenzie and Company, of Toronto.

BRADFORD, ONT.

Messrs. W. L. McKinnon and Company, of Toronto, have purchased a block of \$15,600 6 per cent bonds payable in 30 annual instalments.

COUNTY OF LINCOLN, ONT.

Messrs. Wood, Gundy and Company, of Toronto, have been awarded a block of \$50,000 5 per cent 10-year bonds of County of Lincoln, Ont. The issue was sold at 94.64.

PUBLIC DEBT OF WARRING NATIONS.

Three and a half years of war have caused an increase of \$111,000,000 in the public debt of the leading warring nations, according to tabulations made by the Federal Reserve Board at Washington. Of this sum, \$72,400,000,000 represents the debt increase of the allied nations and \$39,300,000 that of the central nations.

GREATER WINNIPEG WATER DISTRICT.

The Greater Winnipeg Water District's financial statement for the year ended December 31, 1917, shows that this very important enterprise is making steady progress.

On the aqueduct itself there has been expended to date \$7,220,633.86, while on the building of the constructional railway \$1,618,221.79 has been spent, which figure includes all the necessary equipment for the road.

The outstanding liabilities consist of \$1,283,112 4½ per cent inscribed stock and \$7,500,000 5 per cent five-year debentures. During 1917 \$4,000,000 of the \$7,500,000 was pledged with the Bank of Montreal as collateral security.

According to the condensed statement of expenditure, \$10,625,943.02 has so far been put into the enterprise.

The policy of the administration in the letting of contracts has been to let them progressively. As the organization proceeded tenders were invited and contracts for separate portions awarded.

The statement sets out in detail the various expenditures, following the practice as followed in the 1915 and 1916 reports, accompanied by schedules giving in detail the sub-divisions of expenditures.

VANCOUVER TAXES.

The city council of Vancouver has struck a tax rate of 24 mills, or about the same as last year. In order to do this, the council has decided to resort to a tax on improvements, instead of assessing land values alone. Otherwise, a rate of over 30 mills would have been necessary. The rate is nominally 24 mills, but a discount of 10 per cent is allowed for prompt payment.

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WHAT IS FOOD CONTROL?

ERNEST B. ROBERTS (Food Control Board of Canada).

What is food control, this new knowledge forced on Man by war? It is the most appalling undertaking the collective world has had. It is the fight against World Famine.

Food Control is no more "fixing" prices for the masses than it is spoon-feeding for the individual. Price-fixing is a small, often only an insignificant, part of its ramifications. Food Control in its last terms is food production, food possession, food distribution and food allotment by the State. That is what it has come to in all but name in France, in England and in Italy. It came, perhaps less democratically, in Germany and Austria-Hungary many months ago. In its international aspect, Food Control now means, or will shortly mean, the finding of food for between 400,000,000 and 500,000,000 people three times a day for seven days a week as long as the war lasts, and as long afterwards as may be requisite to restore, all over the world, the disturbed means of distribution—a period put at anywhere between one and three harvests.

Control is Not Wand-Waving.

With the cobwebs off our eyes so that we understand that Food Control is not wand-waving about "fixing" prices, something else comes into sight. It is that Food Control is everywhere an utterly new knowledge for man. Like aerial flight and under-sea navigation, it was known theoretically before the war. Each of these new practical sciences may be continued for peace purposes when the last echo of belligerency has died. "And the greatest of these" is Food Control. It may be, indeed, one of the inexplicable compensations for so much suffering to-day that Food Control, started chiefly through the vile driving purpose of war, may, in the future, help to right those dire inequalities of poverty and destitution by teaching a better a fairer, a wiser distribution of foodstuffs.

Mr. Herbert Hoover, the United States Food Administrator, recently said that the "war has entered a phase in which food dominated the economics, strategy and statesmanship, not only of the countries at war, but of neutrals as well." There is something odd and unexplained to us in Canada, living on the fulness of things by the profits of war orders from the Mother Country, to be told that four neutral nations are on bread rations. Holland, Switzerland, Denmark and Sweden have less intrinsically to do with the war than Canada has. Their existence is not directly at stake. Why should they have hardships and deprivation? Switzerland is reported to be on shorter rations than even any of the warring countries, to be almost as short of food as overrun, broken Belgium. Our duty, next to that of the Allies, is to share our food with such innocent neutrals. It is in the "spirit of the game," this comradeship among peoples, although it is but a minor side of the new democratic science of Food Control. This international sharing of food means a new brotherhood of

In the Hun Programme.

German Food Control is a part of ruthless strategy. Germany had included this science among her forty years of calculated study for her war of conquest. Her own in-

ternal supplies of food were commandeered at the crack of war. Before the German hordes had over-run Belgium and Northern France, the very ration for the conquered people had been, so to speak, weighed out and apportioned by the Commissariat. True, for a few weeks, the plan worked harshly; it was untried in practice, yet members of the Belgian Relief Committee, of which Mr. Hoover was the head, learned more of Food Control under the ruthless Hun administrators than they could have been taught in a cycle at home. Since then Germany has stretched out this system to include another 65,000,000 people allied to her cause in Austria-Hungary, Bulgaria and Turkey; and thus has she increased their resistance for war a hundredfold. Germany will leave nothing undone this summer, one may be sure, to utilise the Russian wheat fields.

Prof. Kellogg, of the Belgian Relief Committee, who has specialised on the rations of war prisons in Germany, says in The Atlantic Monthly:—"Germany is fighting as a whole people, a whole nation mobilized. That she has not already been beaten is due no less to her food organization than to her fighting organization. She has put patriotism and food together. So must we."

Patriotism and Food.

Patriotism and food in other countries, too, have been forced to go hand in hand. Of the Allies, France naturally had to deal with the problem first. In September, 1914, she took the first steps. But it was a year after that she made the first order regulating distribution. Up to that time the peace-time foodstocks had not been eaten into. The French Food Control department was for months under the Ministry of Commerce and Industry. In January, 1917, food shortage became acute and control passed to the Ministry of Public Works, but in March last a special Ministry of Revictualling was formed. With it conjointly went the Ministry of Maritime Transports. This association shows how closely food supply is linked with the shipping for its distribution. Thanks to being "within the ring," the Central Powers are not dependent on the vagaries of sea-borne traffic for their supplies—a condition which works all in their favor in submarine warfare, for they give their opponents no target.

No country has experimented more with the theory of price "fixing" than has France; the Frenchman clings to ancient economics like a Scot to the Shorter Catechism. One of the French war ministries fell through an attempt to juggle with "price fixing." Certain minimum prices were fixed, only to be revoked as they failed successively. The French Government and people found that maximum prices, too, only worked where the Government had the control of the commodities. Maximum prices in other cases afforded no relief for the growing cost of living. Experience soon taught that nothing so frightened the farmer-producer as a maximum price. He knew that he would have to pay at a higher scale for all he produced each succeeding year, because the price of labor and everything he himself had to buy would go up. He knew that if his selling price were fixed his profits would be small or absent. So the farmer did not produce. Inevitably the cost of living, aggravated by shortage of supplies, went up higher than if no price had been fictitiously fixed.

"Stretching" Wheat Supply.

Wheat milling, also, was not until somewhat late put under public control in France. French millers must now mill 85 per cent of the actual grain-corn into flour for bread-making. The French baker must add 30 per cent by weight of non-wheat flour before he begins to bake.

Then came a systematised delivery from the bakery. Each French baker could only supply bread to customers whose names were on a list approved by a Government official. That prevented waste. It was the first step to the bread card. It prevented a double share going to anyone inclined to "hog." The spreading of this system without inequalities over 30,000,000 people, whose male workers were mostly at war or in war occupations, was an achievement almost unprecedented. Only 7 oz. of bread can now be secured by a French civilian a day: before the war he took bread at the rate of 2 lbs. a day. France has now two meatless days a week and her meat supply is stringently controlled. Her sugar allowance is only 13 pounds a head for a year. M. Maurice Long, the Minister of Revictualling in France, declared with dynamic force on December 31st that the French civil population had only three days' supply of foods and were dependent on British shipping for the rest. And yet France fights unconquerably.

Italy's Effort to Control.

Italy was for two years a long way behind Great Britain and France in Food Control but the severe reverse of last autumn brought a change until it would appear as though Italy is going as far into State food regulation as any of the Allies. A definitive rationing scheme for all staples, meat, bread, fats and sugar, is being prepared. Sugar is permitted only to the extent of 13 pounds a head a year.

Rationing of wheat flour and bread is now obligatory in some communes the rule holds for rye, paste, corn, rice and oats. A family ticket system is in use. The average ration has been fixed at three-fifths of a pound of bread a day for the civil population, while in the working men's lunch rooms—a very common thing in Italy—only three-tenths of a pound of bread can be served at a meal. On January 3 of this year, all grain, even the smallest quantities, were taken over by the Government and any private person storing more than 22 lbs. of flour is liable to have it confiscated. A still later decree permits millers to grind only the grain allowed by the Police Prefects of the district.

(To be Continued.)

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46th ANNUAL STATEMENT

of the Result of the Business of the Bank for the
Fifteen Months Ending 28th February, 1918

Bank of Hamilton

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C. C. DALTON ROBT. HOBSON W. E. PHIN
I. PITBLADO, K.C. J. TURNBULL W. A. WOOD

J. P. BELL, General Manager.

PROFIT AND LOSS ACCOUNT

Balance at credit of Profit and Loss Account, 30th November, 1916	\$209,556.57
Profits for fifteen months ended 28th February, 1918, after deducting charges of management, interest accrued on deposits, rebate on current discounts, and making provision for bad and doubtful debts	598,522.04
	<u>\$808,078.61</u>
Appropriated as follows:	
Five Quarterly Dividends at the rate of 12 per cent. per annum	\$450,000.00
Pension Fund, Annual Assessment	\$ 12,106.81
Special Contribution	10,000.00
	<u>22,106.81</u>
War Tax on Bank Note Circulation	37,500.00
Patriotic, Red Cross and Relief Funds	16,050.00
Bank Premises Account	50,000.00
	<u>575,656.81</u>
Balance of Profits carried forward	<u>\$232,421.80</u>

Hamilton, 18th March, 1918.

GENERAL STATEMENT

LIABILITIES.	
To the Public:	
Notes of the Bank in Circulation	\$ 5,127,111.00
Deposits not bearing interest, \$16,771,669.62	
Deposits bearing interest, including interest accrued to date of statement	36,588,311.42
	<u>\$53,359,981.04</u>
Balances due to other Banks in Canada	44,154.69
Balances due to Banks and Banking Correspondents in the United Kingdom	988.30
Balances due to Banks and Banking Correspondents elsewhere than in Canada and the United Kingdom	1,191,407.61
Acceptances under Letters of Credit	194,917.27
	<u>\$59,918,559.91</u>
To the Shareholders:	
Capital Stock paid in	3,000,000.00
Reserve Fund	\$3,300,000.00
Balance of Profits carried forward	232,421.80
	<u>\$3,532,421.80</u>
Dividend No. 115, payable 1st March, 1918	90,000.00
Former Dividends unclaimed	699.00
	<u>3,623,120.80</u>
	<u>\$66,541,680.71</u>

JOHN S. HENDRIE,
President.

ASSETS.	
Current Coin	\$ 901,257.15
Dominion Government Notes	6,024,951.00
Deposit in Central Gold Reserves	2,500,000.00
Deposit with the Minister of Finance for the purposes of the Circulation Fund	157,000.00
Notes of other Banks	389,297.00
Cheques on other Banks	1,846,132.58
Balances due by other Banks in Canada	338,559.07
Balances due by Banks and Banking Correspondents elsewhere than in Canada	1,059,602.77
	<u>\$13,216,799.57</u>
Dominion and Provincial Government Securities, not exceeding market value	3,295,775.32
Canadian Municipal Securities, and British, Foreign and Colonial Public Securities other than Canadian	7,541,280.23
Railway and other Bonds, Debentures and Stocks, not exceeding market value	674,841.02
Call and Short Loans (not exceeding thirty days) in Canada, on Bonds, Debentures and Stocks	3,487,456.12
Call and Short Loans (not exceeding thirty days) elsewhere than in Canada	1,400,000.00
	<u>\$29,616,152.26</u>
Other Current Loans and Discounts in Canada (less rebate of interest)	33,134,198.55
Other Current Loans and Discounts elsewhere than in Canada (less rebate of interest)	575,196.00
Real Estate other than Bank Premises	407,628.84
Overdue Debts, estimated loss provided for Bank Premises, at not more than cost, less amounts written off	175,542.30
Other Assets not included in the foregoing	2,145,455.13
Liabilities of Customers under Letters of Credit as per contra	292,590.36
	<u>194,917.27</u>
	<u>\$66,541,680.71</u>

J. P. BELL,
General Manager.

AUDITORS' REPORT

In accordance with the provisions of Sub-sections 19 and 20 of Section 56 of the Bank Act, we report to the Shareholders as follows:

We have examined the above Balance Sheet with the books and vouchers at Head Office, and with the certified returns from the Branches, and we have obtained all the information and explanations we have required, and in our opinion the transactions which have come under our notice have been within the powers of the Bank.

We have checked the cash and verified the securities of the Bank at the Chief Office and at several of the principal Branches during the fifteen months covered by this statement, as well as on February 28th, 1918, and have found that they agreed with the entries in the books of the Bank with regard thereto.

In our opinion the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Bank's affairs according to the best of our information and the explanations given us, and as shown by the books of the Bank.

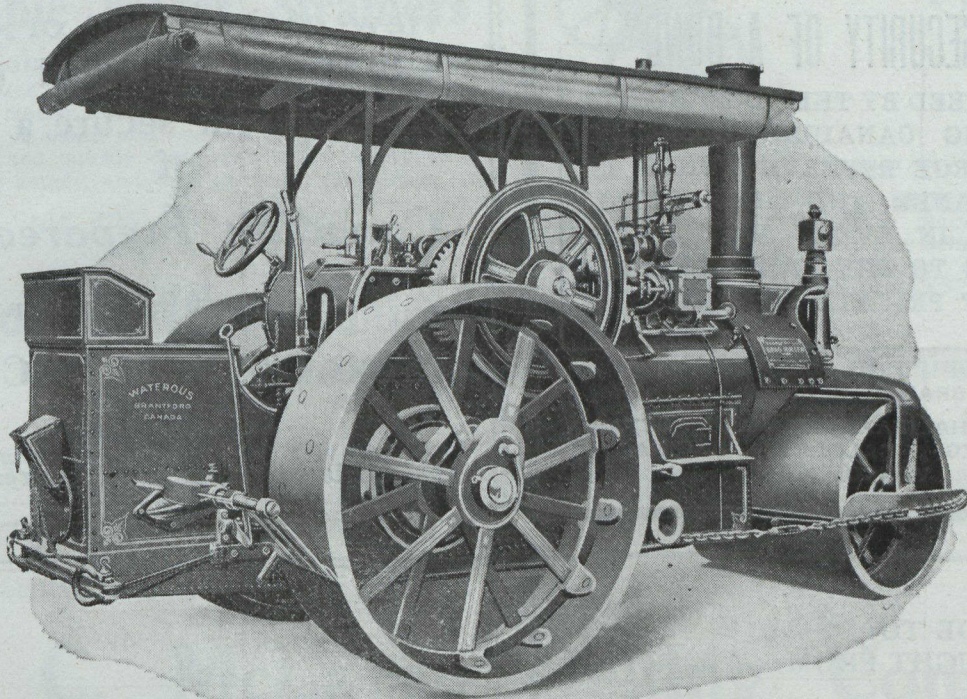
Hamilton, 18th March, 1918.

C. S. SCOTT, { Chartered Accountants.
E. S. READ, { Auditors.

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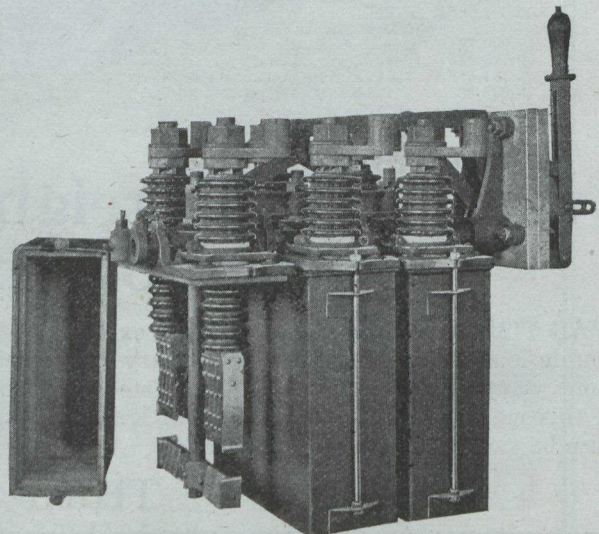
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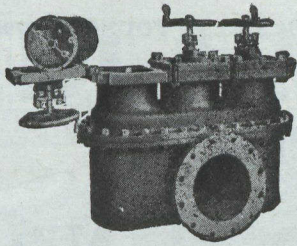


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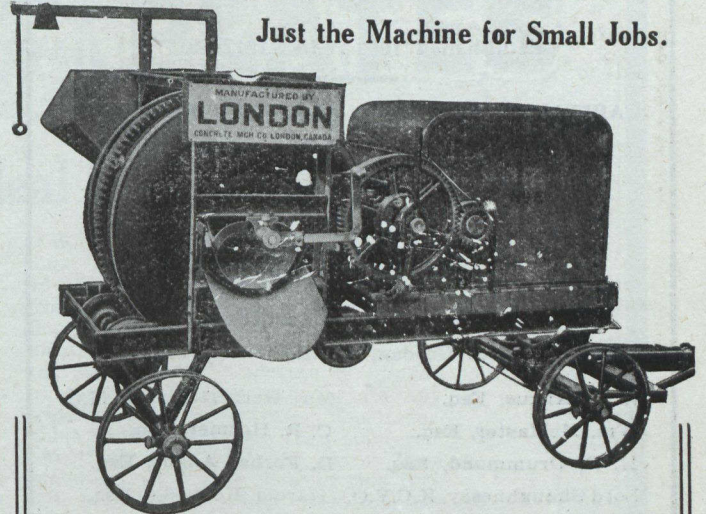
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