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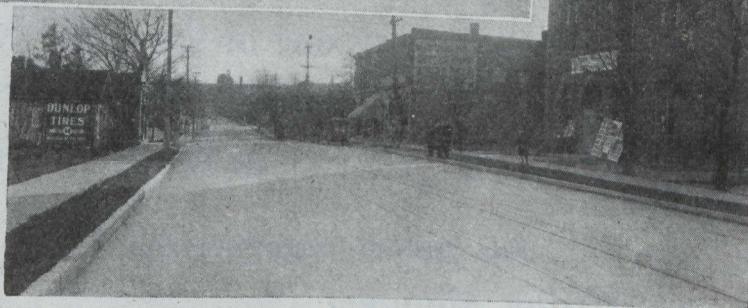
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(Municipal Quebec)

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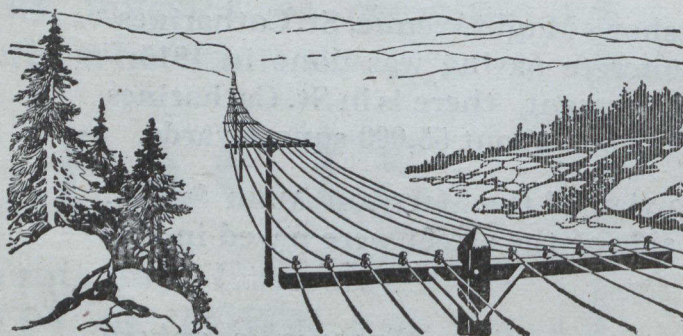
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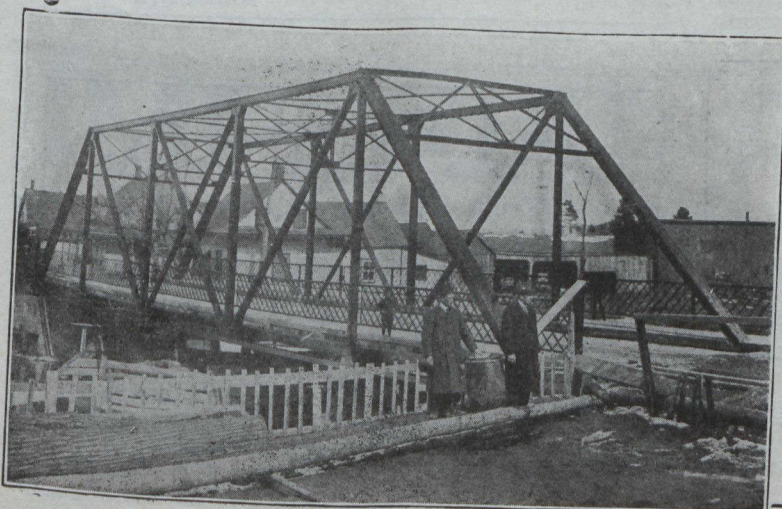
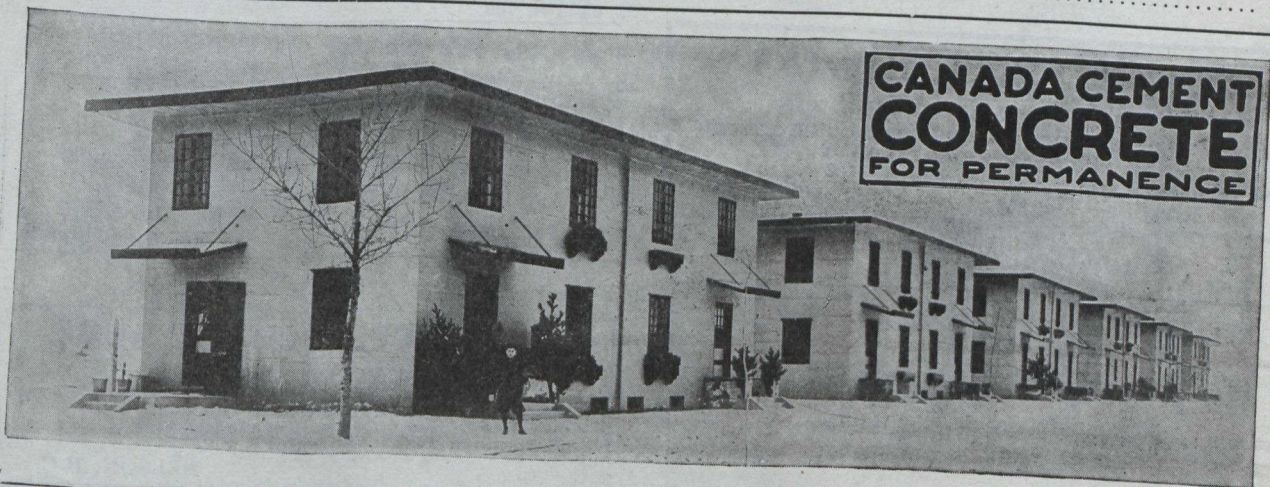
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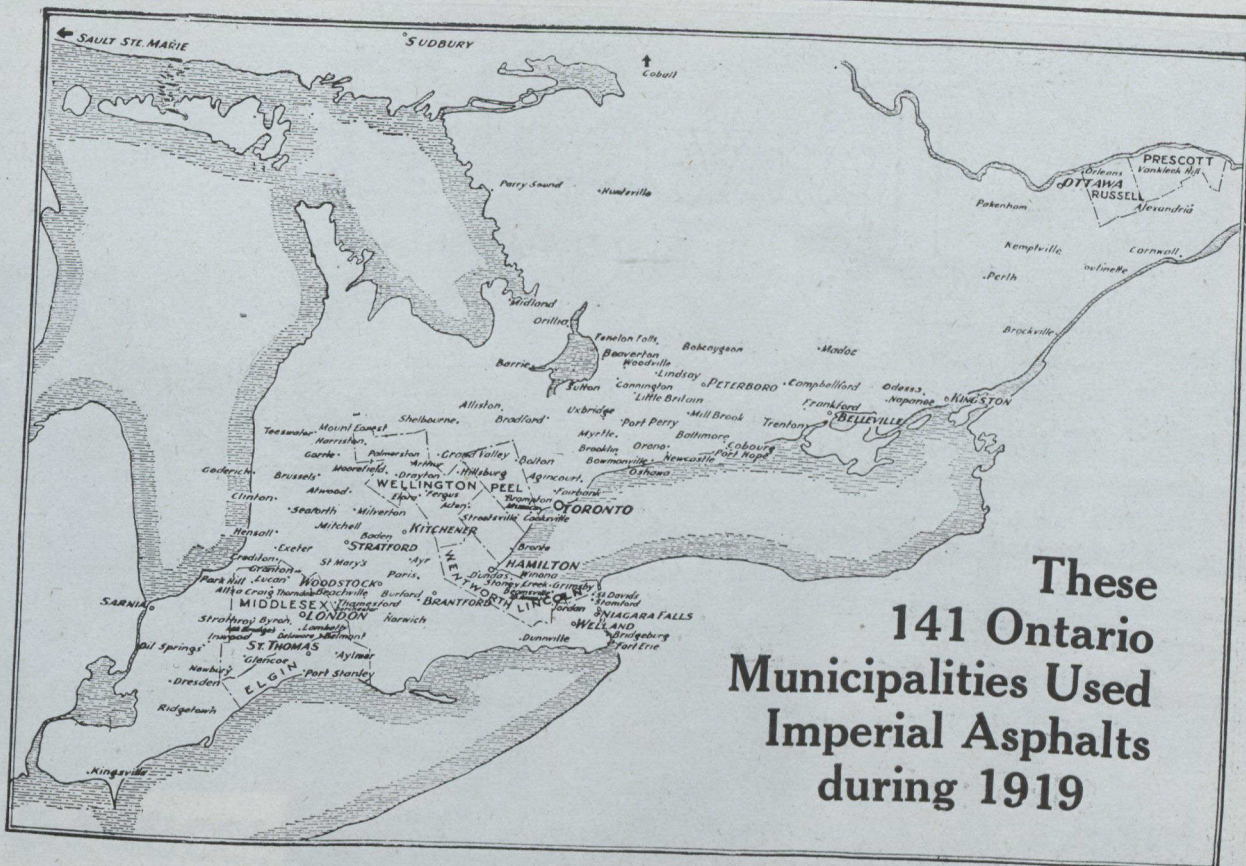
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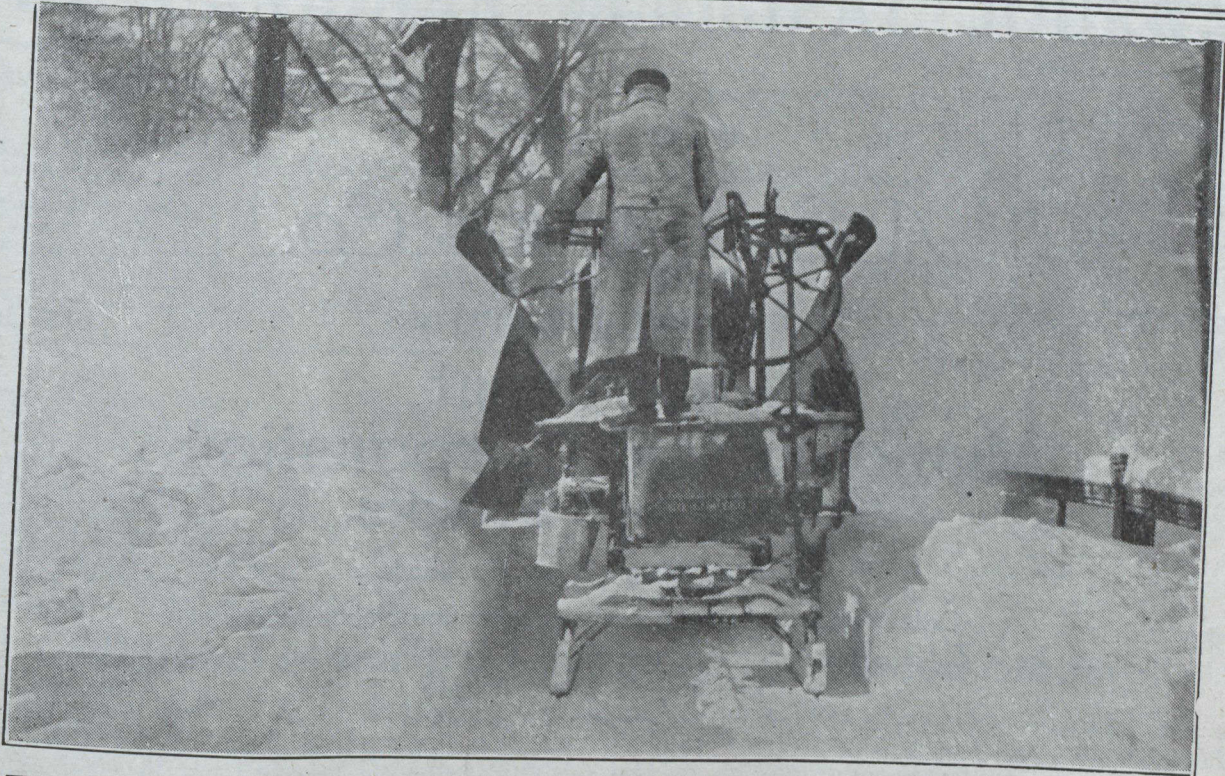
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The Stadig Rotary Snow Plow has done this for the City of Outremont.

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The City of Westmount and the Levis County Railway have satisfied themselves of the Economy and efficiency of the Stadig Plow and have added it to their Equipment.

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## Stadig Rotary Snow Plow

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Laying STANDARD Steel-Tape-Armored Cable Across a Street.

**A 50 Per Cent  
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in the cost of installing underground electric cables is worth considering these days. A cable which can be laid directly in a trench in the ground without conduits may solve the installation problem before you.

**STANDARD  
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Published Monthly by

**The Canadian Municipal Journal Co., Limited**

Cristine Building, Montreal.

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FREDERICK WRIGHT, Editor.

**VOL. XVI.,**

**MONTREAL, MARCH, 1920.**

**No. 3.**

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## National Municipal League of the United States

At the annual meeting of the Municipal League of the United States, Mr. W. D. Lighthall, K.C., the Hon. Secretary of the Union of Canadian Municipalities were re-elected as one of the Vice-Presidents. This honour is not only a compliment to Canada but one well deserved by Mr. Lighthall himself, who for nineteen years has given his time and his energies to the building up of the municipal life of the Dominion. At the same meeting the Hon. Charles E. Hughes, formerly of the United States Supreme Court, was elected President, and Mr. Frank A. Vanderlip, formerly secretary of the Treasury of the United States was elected to the treasurership of the League.

It is a good sign and indicative of the growing interest in civic affairs that is taking place in the United States when men of the recognized standing of Messrs. Hughes and Vanderlip take up responsible offices in the principal civic organization of the country. In Canada we have not yet got to the stage when our public men take an active interest in civic affairs—too many of them have used the local training for, and as a means of, getting into provincial and federal politics, where they would seem to do their best to forget the very fundamentals of government, which are essentially based on that of the community. Be that as it may, municipal government is coming into its own in Canada, the citizens realizing more than ever its importance to their own welfare. And no organization has done more to bring about this larger interest in civic affairs in Canada than the Union of Canadian Municipalities—which for the last two decades has been preaching the great gospel of community responsibility on the one hand and the value of community combination on the other, for the protection of the people's public interests.

As has already been mentioned in these columns, Mr. Clouston Rogers Woodruff, after twenty-five years of faithful service as secretary, had placed his resignation in the hands of the executive of the League. At the meeting already mentioned, Mr.

Woodruff was elected as Hon. Secretary, and advantage was taken to present him with a humidor bearing an inscription which we repeat here, because of its eloquent testimony to the man who, above all others, has given his life to the building up of peace ideals in the country to the south of us. The inscription is as follows:—

As every institution is but the lengthened shadow of a man so the National Municipal League hereby gratefully acknowledges that it is but another name for Clinton Rogers Woodruff who has been for twenty-five years its devoted secretary, its organizing genius, its motive force, its guiding spirit.

He found the National Municipal League a mere project: he leaves it the central force of American civics. He found municipal reform a feeble aspiration; he leaves it the foremost achievement of modern democracy.

In grateful testimony whereof, this token is presented by the National Municipal League at its annual meeting in Cleveland, Ohio, December 29, 1919.

### THE HOME TOWN.

The Prince of Wales on recently receiving the Freedom of the old Borough of Windsor (Eng.) not only reminded the Mayor of the existence of another Windsor in Ontario where he had received a splendid welcome, but of the essentially Canadian phase of "my home town." It is a term of pride with Canadians when away from home, and particularly was this so with our soldiers when in Europe. This feeling of love and pride for the home town is something that should be encouraged, even in peace times, when sentimental values are discounted in our striving for wealth. Such encouragement can be given in a better knowledge of his home town by the average citizen, in the form of local literature such as that compiled by City Clerk Baker, of London, referred to last month in these columns. In other words every citizen going on a journey should be a walking advertisement for the city, town or village in which he lives, but to increase his usefulness, consciously or unconsciously, he should be a fund of information, gotten through literature supplied to him by the local authorities.



## Municipal Union in Canada

In this issue we publish the valedictory of Mr. Clouston Rogers Woodruff, who after twenty-five years service has retired from the active secretaryship of the National Municipal League of the United States. In the August issue of last year we published the valedictory of Mr. W. D. Lighthall, who resigned the secretaryship of the Union of Canadian Municipalities after a service of nineteen years. Both valedictories, while modest regarding the labour and achievements of their respective authors, give strong evidence of the changed conditions in municipal affairs in North America that have been brought about by the long sustained efforts of those who kept the lights burning in these two civic organizations.

For the benefit of the new councils of Canada it would be well to remind them that the very freedom they exercise today as the local representatives of the people is due in no small measure to the activities of the Union of Canadian Municipalities. Founded nineteen years ago by Mr. Lighthall, then Mayor of Westmount, with the active co-operation of the late Mr. Howland, then mayor of Toronto, and who became its first president, the Union has fought, not only on behalf of its members but on behalf of all municipal Canada, many a long and bitter, and in the end successful, fight for municipal rights before the Parliament of Canada, and previous to the formation of the Provincial Unions, in the legislature halls of the different provinces. There is no doubt that had there been no national union in existence, municipal government in Canada would be today a mere name—in fact, a farce. Strange as it may appear, the Federal legislators of from twenty to ten years ago would have given away as of no value any municipal franchise for the mere asking, when that municipal franchise was embodied in a national project, such as a railway system or a telephone system. But thanks to the Union such wholesale jobbery was stopped, and finally there was introduced in the Railway Bill certain clauses—known as the municipal protective clauses—by which any utility company seeking a federal charter, must have inserted in the said charter these same clauses which, in short, meant that before operating in any municipality the sanction of the local council had to be sought and gained. It would be well to mention here that because of the action of the Senate and the lack of support of the Union by the municipal councils, these same protective clauses were eliminated from the Railway Bill passed at the last session of parliament. In other words, because of the apathy of the municipal councils themselves, that very power to protect their own city from the rapacity and greed of private utility companies, has been taken away by their own representatives in parliament.

This is not a very pleasant statement to make, but candour compels us to publish it in the hope that the new councils will rectify the mistake of their predecessors and keep up the good fight to get back these protective clauses. However vigilant the Union may be, it can do very little without the united support of the municipal councils.

In addition to the continual fight that the Union has put up for the protection of the municipalities, it has never lost an opportunity to raise the standard of the municipal life of the country. At its conventions each year every endeavour has been made to secure the best authorities on municipal government, whose addresses together with the discussions, have been placed at the disposal of the municipal councils, through the columns of this Journal. During the last few years there has been a tendency towards disintegration of the Union, the usual argument being that as civic affairs are tied up with provincial matters, there is no reason for its existence. While it is true that the greater part of the legislation affecting municipalities is passed by the Provincial parliaments there is introduced at every session at Ottawa legislation that does affect directly or indirectly the municipalities. These bills are carefully examined by the parliamentary agent of the Union, and if anything detrimental to local right, is found, immediate action is taken. Of course this work being done quietly is hardly known to the councils—yet it is a fact that the vigilance of the Union has saved many a municipality from being made the scapegoat of private interests trying to get, through legislation franchises that would have to be made good by the local authorities.

But municipal government is not local by any means. It is nation-wide in its scope, and as one of the principal factors in municipal strength is co-operation, such co-operation cannot be confined to the provincial borders. There is, then a real need for a nation wide organization, and though the Union has been hit hard during the last few years it should be made the basis upon which to build up a super-structure of civic activity that will be of lasting value to every municipality in Canada. But to bring about such a consumption there must be a broad-minded spirit of unselfishness on the part of our leading municipal men. There must be more give and take between the East and West—for the principles of municipal government are the same in all parts of Canada—and there must be less personal jealousy, for there is room enough, in all conscience, for all who would build up the municipal life of this country.

For the next convention, which, we understand, will be held in Ottawa, a special effort is being made by the President of the Union (Mayor Fisher) to bring together all the municipal interests of the country so that concerted action may be taken to waken up the civic conscience of Canada. In this effort we wish Mayor Fisher and his colleagues all success, for then will the ideals inculcated in the inception of the Union be vindicated.



## Advertising For Industries

In a very interesting letter to the Quebec Telegraph the Industrial Commissioner of the border cities of Ontario objects to the system of advertising adopted by many Canadian municipalities to attract industries, and in particular is the writer opposed to bonuses, exemption from taxes, etc. Part of the letter reads as follows:—

"The writer is vehemently apposed to the whole principle of inducements to industries, which in his opinion, is fundamentally wrong. It may be necessary for certain pseudo-industrial centres to grant more or less unintelligently generous inducements with a view to building up their industrial life; but, as a rule, the industry, whose location depends on the attractiveness of the bonuses, exemptions, etc., is not of a very desirable or substantial character. At the same time, during my twelve years' experience of this work, I have more than once been thoroughly astonished at the absolutely unscrupulous way in which very large and very wealthy corporations seeking a new location have played one point against the other for all they were worth. In such cases, the corporations in question knew beforehand the point at which they really wanted to locate; but they approached that point last of all, and used for their own fullest, meanest advantage, all the offers made them by points which they never really had any intention of locating.

"I cannot believe that any responsible, substantial industrial concern will be really influenced in the selection of a location by inducements of a merely preliminary character, such as exemption, free taxation, bonus, free sites, etc. In my respectful opinion, the compelling factor must always be the volume of business which can be expeditiously and economically handled from a given point."

While we agree generally with the sentiments ex-

pressed above we see no harm (in fact we can only see good) in any municipality using the best means possible to secure industries, these best means not including concessions. The writer says that "the compelling factor (to secure industries) must always be the volume of business which can be expeditiously and economically handled from a given point." This is not so in many cases that we know of. For instance one firm located in a Canadian city because of the healthy environments for the work-people, another because of the good social conditions, and a third because of the splendid school accommodation. Of course, location and transportation facilities are two important factors in encouraging industries, but without workers in industries cannot exist, and the workers of to-day will not move from one vicinity to another unless the living conditions offered are up to date. Many industrial commissioners in their publicity campaigns seem to lose sight of this fact altogether and then wonder why they have not been so successful as they expected.

Every municipality in Canada has a right to increase its population and the quickest means is by the establishment of industries. What is more, every new industry established not only increases the wealth of the community but of the nation, but no municipality should advertise for industries in an unseemly manner, and certainly none should offer bonuses, or even tax exemptions.

## Human Safety First

The Chief of Police of Calgary, in an address before the local auto club, stated his determination to enforce the laws governing the vehicular traffic of this Western city. As over 1,000 auto accidents occurred last year in Calgary it would seem about time for more rigidity to be put into the carrying out of the local traffic regulations. But Calgary is not by itself by any means in its chapter of auto accidents. According to statistics there are other municipalities where auto accidents are just as frequent, while in still others comparatively few accidents occurred last year. We find that the Eastern cities have come off better so far as street accidents are concerned, than the Western cities. Whether the discrepancy is caused through our Western citizens caring less for broken autos and limbs than our Eastern citizens we know not, but we do suggest that the streets are for pedestrians as well as for vehicular traffic. This the police seem to forget at times, as instanced by the answer of a traffic policeman to an elderly pedestrian, who after waiting in vain for a chance to cross the street at a crossing, asked "Robert" to stop the traffic for a moment. "You will have to take your chance; I'm here to control the traffic, not look after every old fool that wants to cross the street." As the "old fool" happened to be someone in au-

thority at the local city hall, that policeman was soon dismissed. The point is that this particular member of the police is typical of many of our traffic policemen—not in his discourtesy, for the Canadian policemen is one of the most courteous men in the world—but in his point of view that traffic control is just to prevent accidents between one vehicle and another. He did not take into account at all that every pedestrian has the right of special protection while crossing the street at any point where a traffic policeman is stationed.

It seems to be human nature for the average automobile driver to break the speed laws as often as he can, and the more easy the police in the carrying out of the laws, the more accidents occur. It would seem that the little device, "Safety first," now so popular in public places, could very profitably, so far as traffic regulations are concerned, have one word added so that it will read "Human Safety First."

### A GOOD CITIZEN.

"A good citizen is one who is willing at all times to make some sacrifice of his time, means and convenience to advance the common welfare, and has such an abiding interest in this that he is always watchful and needs no urging to do his duty."—Ex-Governor Judson A. Harmon, Ohio.



## Municipal Indictments

According to a special commission on municipal administration in the United States one hundred and twenty-five cities waste twenty per cent of their joint annual expenditure of one and half billion dollars, through "incompetence, ignorance, inefficiency and graft." As this indictment effects the government of an aggregate population of twenty-seven millions—a population largely made up of keenly intelligent citizens—it is hardly expected that the matter will be allowed to rest with the report itself. Frankly, we have little confidence in expert commissions on municipal administration, for the particular reason that they usually set out to

make out a case pre-determined in their own minds. For any set of men to state seriously that one hundred and twenty-five local governments are worse than incompetent is to make us think that the people of the United States will stand for anything if published in the form of reports.

Canadian cities sometimes have investigating committees, usually of a self-appointed nature, but they don't get very far, before they not only find that usually the community is well governed, but that the local council is working under difficulties that outsiders have no conception of, and such investigations are soon dropped.

## An Anomaly in Assessment Law

In the Province of Quebec any real estate owner not satisfied with the local assessment may appeal to the Circuit Court for redress. But from this court—which is the lowest court in the province for civil cases—there is no appeal either by the individual or the municipality itself. To say the least, this is an anomaly against the principles of decency and common sense, as is evidenced in a recent case in which a certain real estate company successfully appealed for the second time to have its assessment reduced from \$639,560.30 to \$50,000 for the land and \$7,150 for the buildings. The community affected is made up of workmen to the number of about 600, who, being attracted by the alluring advertisements of real estate speculators, bought lots and built their own homes—and then applied for and secured a charter for a separate municipality, all of which was encouraged by the said speculators for their own ends. Then the war came on, which caused a slump in real estate and the specu-

lators began to squeal. In the case of the municipality in question, they first, or rather those who had not sold their land at high profits, tried to break away from the municipality so that their lots may be assessed as farm land. In this the speculators were unsuccessful, and their next move was to use the circuit court to gain their ends. In this, as already stated, they were successful, for we understand that the cost of the same before being divided into lots was the \$50,000 on which they have now to pay taxes.

This community (which has to pay the costs of the appeal against it,) considers that an injustice has been done to those who have to pay the full taxes, but under the present law the council can do nothing. This is a case for the new Quebec Union to take up, with a view to the law being so amended that in cases of assessment, municipalities have the right of further appeal.

## Bolshevism And Its Dangers

There is a growing tendency in Canada and the United States towards communism or bolshevism, and this in spite of the activities of the authorities to stamp it out. There is no doubt that the reason for this sympathy for doctrines, at once dangerous to the state and to our home life, is due to the social unrest brought about by the high cost of living. And social unrest is not confined to the working men by any means, as the educated and thinking men are affected to the extent that many of them are not only socialistically inclined, but actually listen with sympathy to the doctrines as expounded by Lenine and Trotsky. The difficulty is how to combat this growing evil, for evil it is, if it becomes strong enough to affect the body politic of this country. And if we take Russia as an illustration it would not take so many bolshevists to repeat the tragedy of that unfortunate country in this or any other part of the world. It is true that Russia, because of the rotten economic and social conditions that had been prevailing for centuries, was in such a state that it was comparatively easy for Lenine and Trotsky to establish their system of anarchy under the names of sovietism or bolshevism, but it is also true that the disciples of these two men are making too much progress with their doctrines amongst the citizens of this country.

To our mind there is only one good way to eliminate the evil and that is by educating the people to the real truth of bolshevism, not only regarding its tenets, which at the best is but class domination, but its abominable practices, wherever it has got the upper hand. Some time back the Dominion government published a pamphlet showing up the evils of Bolshevism. We believe it would be in the interests of the country to bring the pamphlet up-to-date and republish it broadcast.

The significant thing about the bolshevist propaganda on this continent is that it is largely in the hands of foreigners, particularly Russian and German born, who to escape the tyranny of the countries of their birth have crossed the water to find too easy an asylum in either Canada or the United States. These people evidently know nothing of the freedom of the institutions of Canada, otherwise they would not be such fools to preach the doctrines they do. Be that as it may these men, and women, should not be treated so tenderly by the authorities as they have been. Mistaken toleration often begets licence in those who should appreciate the reason for the toleration, and Canada has certainly shown too much kindness to many of these gentry of the soviet school of thought.



### THE GRANTING OF CITIZENSHIP TO THE INDIANS.

The decision of the government to introduce a new Indian Act this session which will change the status of the Indians from being wards of the Crown to responsible citizens is particularly interesting inasmuch as the new status will do away with the tribal councils that in the past have—within certain limits—controlled the daily lives of the natives. So that the rising generation will at least better understand the responsibility of citizenship every child born of Indian parents must attain a certain standard of education, and even before citizenship is granted to a village or reservation, the general tone must be sufficiently high to satisfy the superintendent of Indian Lands. How the new citizens of Canada will take up their responsibility remains to be seen.

### INDUSTRIAL ACTIVITIES IN BRITISH COLUMBIA

As a post war activity the Government of British Columbia established a Department of Industries under the direction of Major D. B. Martyn, D.S.O., M.C., the principal objects being the utilization of the undeveloped natural resources of the province, the establishment of new industries, and in particular, to encourage returned soldiers, either singly or by companies to go into business for themselves. To illustrate, the department has just loaned \$200,000 to the Canadian Western Cordage Company, a Vancouver concern organized and managed entirely by returned soldiers. Some of the loans are as low as \$500.

Commissioner Martyn, who gave a resume of the work of his department before the Union of B.C. Municipalities as reported in our January and February issues, is assisted by an advisory council made up of seven business men. Though the department has only been seven months in existence, over 200 applications for assistance have already been received.

This determination of British Columbia not to wait for outside capital but to invest their own money for the development of the vast resources of the Province is to be commended, inasmuch as it cannot help but encourage private investors to follow the example, instead of, as they have been inclined to do in the past, investing their money in foreign securities. In some of our provinces it is noticeable how much more confidence is placed in their basic industries by American investors than by their own citizens—though these same citizens are the first to protest when the said basic industries show exceptional profits. Now that British Columbia has set the example it is hoped that the other provincial authorities will do something more than they have done to encourage the utilization of the wonderful resources in their respective zones.

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Municipal institutions constitute the strength of free nations. A nation may establish a system of free government, but without municipal institutions it cannot have the spirit of liberty.—de Tocqueville.

### FREIGHT CHARGES PLAY A SMALL PART IN THE RISING COST OF LIVING.

In a recent advertisement published by the American Association of Railway Executives under the caption of "Carrying a Ton a Mile For Less Than a Cent," one or two significant facts affecting the increased cost of living were brought out. One fact is as follows:—"A suit of clothing that sold for \$30 before the war was carried 2,265 miles by rail from Chicago to Los Angeles for 16½ cents. Now the freight charge is 22 cents and the suit sells for \$50." That is, while the freight charges had only been increased 5½ cents the cost of the suit had increased twenty dollars. Truly a lesson in costs, plus profits, that go to make up the increased prices of commodities today as compared with pre-war prices. One of the stock arguments for increased prices is transportation charges, which are now shown to represent but an infinitesimal amount, such as beef being carried from Chicago to New York for two-thirds of a cent per pound.

As the freight charges on Canadian railroads are the same as on those in the United States our profiteers must find some other excuse than "transportation charges" to cover up their tracks.

### CIVIC SALARIES.

The Civil Service Commission of the City of Montreal—a newly-organized body under Col. F. M. Gaudet, recently employed American "classification" experts to re-adjust the civic salaries. The result, which is given in another column, makes instructive reading to those who were under the impression that adequate pay was the only means to get efficiency—even in the public service.

Outside the Chief Engineer, who is to receive \$10,000 a year, none of the salaries for heads of departments can be termed princely, considering the responsibility and the service expected. One of the principal weaknesses of our municipal service is that the salaries are not adequate in comparison to the salaries earned by men doing similar work for private concerns, and yet in the case of Montreal the "classification" experts from New York have given their deliberate opinion that fully qualified engineers should have a commencing salary of \$3,000, lawyers \$3,000, accountants \$1,800, etc., etc.

It seems to us that recommendations of "experts"—and particularly "experts" from outside points who cannot know anything of local conditions—should not always be accepted on their face value. On what system the experts base their conclusions we do not know; it is certain they have little knowledge of what the more progressive cities in Canada (that is municipally speaking) pay their officers, otherwise they would know that their salaries are much higher proportionally than those suggested in their recommendations. The municipality, like the private employer, to get good service from its employees must pay for it—the better the salary or wage, the better result.



### THE TENANTS TAX OF QUEBEC AND DIRECT TAXATION.

Outremont, P. Q., 1st March, 1920.

To the Editor of the

Canadian Municipal Journal.

Dear Sir,

Your short and pithy article on the Quebec Tenants Tax published in your February number is very much to the point. When it was first decided by the local Council to impose this tax, the action of that body caused a very strong protest to be made but the Council "stuck to its guns". Although the Mayor acknowledged that the way in which the tax was imposed was unfair to the tenants. We were told that the representatives of the Council had tried at Quebec to have the unfairness of the tax removed by asking for the privilege of imposing it, not only on the tenants, but also on householders occupying their own properties. As the authorities at Quebec refused them this privilege they were thus placed in the position of being able to throw the blame back on our provincial legislators. It is very evident then that the root of the evil is to be found in an unjust law enacted by the Provincial Legislature and that we must look to the Provincial Ministry of Municipal Affairs to initiate a measure to remove the injustice.

Your suggestion with reference to the merits of direct taxation seems to be very pertinent. Why not make the whole assessment on real property payable directly by the person occupying it? He generally has to pay all such taxes and there is not much doubt that frequently a landlord has added several dollars to his tenant's rent when the assessors have added one to that landlord's tax bill. Whatever may be said in favour of indirect taxation from other standpoints, all those who desire to see economy practiced in municipal affairs should favour the direct method of raising money whenever possible. The tax-payer who gets his tax bill directly and pays it will be much more watchful with regard to the expenditure of the money thus paid than the citizen who pays his taxes hidden in his various bills for rent, etc., and therefore does not realize how much he is paying.

But there is another injustice with reference to municipal government to which this Tenant's Tax Law naturally directs attention. When we in this city objected to the payment of this tax we were brought face to face with the fact that our municipal legislature had really no personal interest in redressing our grievance as they sat in the Council qualified to do so as owners—not tenants—of real estate. We were absolutely dependent for any decent treatment of our claims as tenant occupiers of real estate on the fair-mindedness of these owners of houses and lands. Surely the time has arrived in Canada when in every province men of all classes—and women too—should be as eligible for election to the Municipal Councils as to the Federal Parliament. And especially should those who are most highly taxed by the municipal authorities have representation by their own class in the councils of the Municipalities in which they reside. The occupier of his own property assessed at a certain value pays only the taxes on that property but the tenant of a property of equal value pays hidden in his rent the taxes imposed on his landlord and in addition thereto a further tax based on the amount of the rental that he pays. The evil of this system becomes especially more evident when it happens that a landlord adds \$20.00 to his tenant's rent when the assessors add \$10.00 to that landlord's taxes. The poor tenant is not only called upon to pay a percentage on the \$10.00 taxes imposed by the assessors but also on the additional \$10.00 thus unfairly added by the landlord. Yet the occupier of his own property is eligible for election to the Municipal Council whilst the tenant paying the greater tax is not. We hear a great deal of talk sometimes about the evils of landlordism in old countries. It is time that in this province as well as others some of the special privileges of landlords in municipal matters should be extended to their tenants.

In conclusion, I think, Mr. Editor, that the tenants of Quebec City can rely on strong support from those of other municipalities in the Province in any attempts that they may make to bring pressure to bear on the Provincial Department of Municipal Affairs and the Legislature for the purpose of securing more equitable treatment of the rent-payers of the province and to put an end to the present unjust Tenants' Tax Law.

Yours truly,

EDWARD A. EVERETT.

### NATIONAL MUNICIPAL LEAGUE.

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### SHALL THERE BE MUNICIPAL AERODROMES?

At a meeting of the Leeds Chamber of Commerce, Mr. Stuart A. Hirst, a well-known authority on aviation, attended to enlist the sympathy of the council in a project designed to create an international air station in Leeds. In an introductory letter Mr. Hirst, says:

"The salient fact to be made known to commercial men of the city is that the speeding up of invention through the war has already turned aerial transport into a practical commercial proposition. There is no doubt that very soon after the war we shall see inaugurated a regular and direct aerial transport service between this country and the chief commercial centres on the Continent. This service will offer tremendous economic advantages even if limited at first to the mails, parcels, and passengers. The saving of time and the avoidance of trans-shipment are only two of the advantages.

"I have accordingly suggested to the Improvements Committee of the Leeds Corporation that steps should be taken to acquire the ground and organize the necessary facilities for an international air station to serve the commercial interests of Leeds. An aerodrome of not less than 200 acres (with the chance of extension) should be obtained, and the necessary hangars, repair shops, and day night signal stations be set up. The question will arise as to by whom this international air station for Leeds shall be created—whether by municipal or private effort. I do not think it would come within the scope of the government or of the Postmaster-General. On the other hand, I think that if Leeds, either municipality or privately creates a station the Postmaster General will undoubtedly wish to take advantage of the facilities for his post-war aerial mail service."

The question is just as pertinent in this country and in many cases the municipalities are considering the advisability of providing aerial landing fields, as Oklahoma City for example. According to the "American City," Feb. 1920. 21 cities in the United States have either leased fields of 600 acres or more, or have bought outright with a view to maintaining landing facilities.—Municipal Reference Library, New York.



## The Housing Problems In Europe

That the Housing problem is not confined to Canada is indicated in the following article taken from the British Government's publication "Housing".

The papers and discussions at the Conference of the International Garden Cities Association, held at the "Daily Mail" Ideal Home Exhibition, on 16th, 17th and 18th February, made it clear that the urgency of the housing problem is far from being peculiar to this country. Even apart from the special difficulties of the devastated areas in France and Belgium, every country in the world is faced with the necessity of organizing on a large scale the building of houses for the working classes, and such differences as there may be with regard to questions of finance, labour and materials, are merely differences in degree.

It was, no doubt, only to be expected that members of the International Garden Cities and Town Planning Association, should one and all, acclaim the ideas of their President, Mr. Ebenezer Howard, as the one basis of true housing reform and should vie with one another to prove that such concrete progress as had been achieved in their several countries had been upon the lines which he had promulgated. It must, however, be gratifying to us as Englishmen to observe that, with regard also to other aspects of housing reform, practically all the foreign speakers at the Conference referred to Great Britain as the pioneer country, and looked to her to give a lead in the present crisis.

And, judging from the information supplied from so many sources, there can be little doubt that Mr. Gibbon was fully justified in claiming that, far as we are from being satisfied with the progress that has been made up to the present in this country, we have gone much further than any other in the direction of reaching our aim.

It would be impossible in the space available to summarise the contents of the thirteen papers which were contributed or to give any but a most general idea of the views of the representatives of the 22 nationalities who took part. On one main principle—that of the intervention of the State—the views of members were sharply divided. Mr. Augustin Rey (France) contended that in Europe generally there is keen distrust of direct action in the matter of constructing houses, whether by the central or local government. He was strongly supported by Mr. de Vuyst (Belgium), and strenuously opposed by Mr. H. R. Aldridge.

It is certainly the case that in no other country has so much responsibility in the matter been thrown upon the local authorities, except, perhaps, in Holland, whose recent legislation bears a very strong resemblance to our own Housing and Town Planning Acts. **Municipal authorities have in many cases taken action in the various Dominions, but there is no obligation upon them to do so.** In the Scandinavian countries, it would seem that they are feeling their way towards a greater participation in the actual provision of houses of public authorities, but the mistrust alluded to by Mr. Rey and Mr. de Vuyst would seem to be an effective obstacle to a similar development in France and Belgium, and possibly it may be for the same reason that Italy, Spain and Portugal show no indications of moving in that direction.

At the same time, one must not lose sight of the important French town-planning law of March, 1919, which empowers the Councils General of the Departments to establish Housing Boards, and also makes town planning compulsory in towns of 10,000 inhabitants and over. Mr. Henri Sellier, who is manager of the Housing Board for the Department of the Seine, gave an interesting description of the activities of that Board, who are establishing five or six garden villages or suburbs, and in so doing are closely following the advice and suggestions published by the Ministry of Health.

But whether or not Governments or local authorities are actually building houses, in almost every country it has been found necessary for the Government to find money for the purpose. As a general rule the financial assistance is in the shape of loans up to a certain proportion of the value of the houses built. In Holland, the Government will actually grant loans, either to or through local authorities, up to 100 per cent of the total building cost, and will also grant annual subsidies if an economic rent cannot be

obtained. Mr. Slothouwer said frankly that it was not possible to suggest what would be the financial outcome of the Dutch methods, but their view was simply that houses had to be built and therefore the money must be found. In Sweden a new Government lottery bond loan has been proposed.

The largest number of representatives from any one country came from Norway, where there is obviously a very active and practical interest being taken in town planning. As Mr. Gierlöff put it, "the gospel of Ebenezer Howard has come just in the nick of time to Norway." There is a well-supported movement for laying out their industrial towns in such a way that they shall not spoil their beautiful valleys, and they are trying to form in every town of 8,000 inhabitants and upwards a public utility society—"a sort of municipality, within the municipality (a building-municipality, with the sole object of building, and letting houses." It is the co-operative building movement to which the Norwegians look as the greatest hope for the future.

Mr. Sverre Pedersen contributed a paper on the development of Trondhjem town plan and local housing schemes, which include the principles of town-planning outlying district, and of district action by the municipality to the extent of establishing a factory for the manufacture of wooden houses. Mr. van Nes gave an interesting description of the development on garden city lines of "Berg en Bosch," an estate of 1,300 acres in the neighbourhood of Apeldorn, and mentioned that Amsterdam, Rotterdam, The Hague, Arnhem, Apeldorn, Hilversum and other towns had bought large estates for extension purposes.

The idea of organising the industrial life of a city was well worked out by Mr. S. Hurst Seager, of New Zealand and the need for scientific investigation of garden cities and town planning problems by Mr. Thomas Adams who refers especially to the importance of regional surveys—as, for instance, of the Doncaster mining region, or the twelve miles sketch of "Black Country" between Birmingham and Wolverhampton.

Mr. Raymond Unwin and Mr. C. B. Purdomo dealt on different lines with the problem of the erection of "satellite towns," and the immense advantage to the community of such a system as compared with the uninterrupted growth of the great industrial cities.

Although, as has been indicated, there were differences of opinion on several points there was practically none as to the importance to a city of owning the land upon which it is built and upon which it is likely to develop. The Dutch speakers in particular expressed this view most strongly, and indeed, as one of the cardinal principles of the garden city idea, it was only natural that there should be a very general agreement upon the point. The experience of Germany in this respect and the great assistance given by German municipalities to garden suburb schemes promoted by public utility societies, was referred to in the paper on housing organization and finance in various countries, presented by Mr. I. G. Gibbon, which had been drawn up in the Intelligence Division of the Ministry of Health.

The last session of the Conference dealt specifically with the reconstruction of the devastated areas in France and Belgium, papers being submitted by Major Ford, Mr. Vinck and Mr. van der Swoelmen, and it is of special and poignant interest to Britons that the only resolutions passed by the Conference were on the subject of the ruins of Ypres, which it was decided should be devoutly preserved as a tragic memorial and screened off from the active life of the resuscitated town.

### MUNICIPAL LAUNDRIES.

In the Republic of Uruguay, South America, a law was passed June 27, 1918, providing for construction by the government of municipal laundries in all cities of the republic. The buildings are to be completed in four years. The government is authorized to expend not more than \$22,750 a year for the purpose. If the cities have the necessary funds, they may construct their own laundries, in conformity with government requirements. The buildings will, after completion, be turned over to the municipalities.



## A Valedictory

By CLINTON ROGERS WOODRUFF,  
Hon. Sec. National Municipal League of U. S.

Twenty-five years have witnessed many changes in the field of government, the great majority of them, I am persuaded for the better. For one thing government as such, in its various phases, is no longer ignored. Constructive minds are engaged in its study and improvement. This is a great gain. When the National Municipal League was organized in 1894, government was about the last thing to claim the attention even of the most conscientious citizen. To-day it is receiving the definite, unremitting consideration of a lengthening list of civic bodies; of business men, in their individual organized capacity; of institutions of learning; of students and investigators. It is quite within the mark to declare that government—federal, state and municipal—is coming into its own.

Twenty-five years ago systematic instruction in government was incidental and infrequent. Instruction in municipal was unknown. Eighteen years when the present professor of municipal government at Harvard began his work there were only two courses given—one at Columbia, the other at the University of Michigan. There was not a single text-book suitable for use. There were no sources of information such as are now provided by the bureau of the census; the municipal reference libraries; the bureaus of municipal research and similar bodies or by the "National Municipal Review" or the American City.

Contrast that situation with the one that exists to-day. The amount of instruction has steadily increased and its character has steadily improved so that it is now possible to say that "from the point of view of getting text-books and materials municipal government is the easiest subject in the whole range of political science." Sources of information have multiplied so rapidly that it is a difficult problem even to the specialist to keep abreast of their output. The list of publications, books, pamphlets, periodicals, is a continually lengthening one. To-day no other one subject is receiving more thoughtful attention at the hands of teachers and publicists. This is especially true of the municipal phases.

These developments clearly indicate that the work of the National Municipal League has not been in vain. In season and out it has stressed the necessity alike for interest and attention to municipal affairs and latterly it has extended this emphasis to include state and county affairs, which may now be said to be coming into their own, to their manifest advantage and improvement.

"Municipal affairs" is a phrase which today includes a multitude of things that a generation ago were not discussed even academically. One has only to study the budget of the present city to appreciate how manifold those affairs have become. Not only numerically but intrinsically they have grown in importance and this constitutes an important feature of the present public interest in them. If one wishes to gain a still different and fuller conception let him take up the annual volumes of the Proceedings of the National Municipal League and study their contents. They are something more than a storehouse of current municipal events; something more than a record of significant happenings. They represent the growth of a great movement in modern life; the development and flowering of an effort that has gone far to remove the odium that once rested on American cities and to establish them on a basis where, it can be said, there has been "a growth of public opinion toward rightness." More, too, can be said. There has been a steady growth toward responsible, efficient, democratic government.

Let no man be misled by these statements. The millennium is not here, nor is it likely to be ushered in during the lifetime of even the youngest among us. Progress, not finality, is all that can be reported. It is all that can be reasonably expected of any human endeavor. Within the generation in which the National Municipal League has been at work municipal government in the United States has been changed from a source of shame to one of pride. Graft has become the exception, instead of the constant characteristic. Indifference and inefficiency are yielding to interest and efficiency.

Many have been the experiments tried within this period. Some have failed, others have succeeded. This significant

thing is that they have been tried and are being tried. Scientific opinion is still divided as to the direct primary; the initiative; the referendum; the recall; preferential voting; proportional representation; commission government, the commission or city manager form. They are, however, being tried out conscientiously and those most deeply believing in them are seeking to improve the machinery of their application and to meet and overcome their defects as they are disclosed.

While public opinion may likewise be divided as to their wisdom; there is no gainsaying that they are put forward in a conscientious endeavor to improve the machinery of government; to make it more responsible and responsive to the people and their will and to wed efficiency to democracy.

Home rule for cities, once a far cry in the wilderness, is to-day the guaranteed constitutional right of the cities of one quarter of our states and bids fair to become the policy of many more in the near future. It is difficult to appreciate what this means to the future of municipal government in this country and to our states as well. It is truly a mighty factor, at once and the same time for municipal government and for an efficient administration of state affairs. Along with the direct election of the United States senators it has help to realize the demand that for really efficient democratic city government the latter must be divorced from state and national politics. It has also helped to make people think of city affairs in municipal terms to a degree little dreamed of when the Philadelphia conference for good city government met in 1894. Then the chief interest in city affairs was almost wholly critical. There was little or no substantive or constructive study of suggestion. The chief actors in volunteer municipal work were keen critics and oftentimes the most successful reformers were those who most vigorously cried "turn the rascals out." Such attention stimulated interest for a time; but the reaction was great. Usually one group of rascals succeeded another and there was nothing but a change of personnel to be noted.

Unfortunately the improvement in the personnel of our city officials has not kept pace with improvements in other directions, although substantial changes for the better are everywhere to be noted. There will be no lasting improvement in this connection until the short ballot becomes an established fact. This change will come less quickly than others because of the "vested interests" of the great political organizations, which will yield with the greatest reluctance and only in the last trench. For the short ballot means the substitution of citizen management for party organization. Whether the latter will ever cease to be necessary is a question upon which there is a sharp difference of opinion. There is no doubt, however, that party ties, particularly in local contests, rests far more lightly than they did a generation ago.

The city-manager movement may be justly regarded as the ripest fruit of the movement for better municipal government. It embodies the short ballot; responsiveness to public opinion; concentration of executive power and responsibility; expert administration of city affairs; the elimination of legislative control over administration; all essential principles of sound governmental practice. The success of the plan has been abundantly proved, although here and there expectations, because unreasonable, have not been met. It can be deliberately said that the city-manager plan has arrived. Like other governmental agencies it is open to change and improvement; but to-day it stands as the big contribution to political science of the past quarter of a century. Moreover, its expanding application to a lengthening list of cities is developing municipal policies as perhaps no other single factor. It is helping to convert theories and dreams into facts. City planning, zoning, budget making, the preparation of adequate and carefully devised plans for transportation, intelligent housing, all have felt an impetus due to the increase in the number of experts in municipal affairs. Each in itself a highly specialized subject, it naturally expands when encouraged by those who make municipal administration their specialty.

(Continued next page.)



## Crown Confiscation of Minerals

An interesting case is reported from Amherst, U.S., where the Municipal Council of the County of Cumberland is being urged to protest against an act bringing about the vesting of, minerals in the Crown. This legislation styled confiscation by its opponents, was passed at Halifax, in May, 1919, and transferred minerals (outside of a specified few, vested already in the Crown) from the proprietors to the province without compensation. There are many interesting features concerning the amendment of the Crown Lands Act of 1858, which is affected, and they are being argued pro and con. But the main points, as they concern municipal taxation, are set forth in an Amherst newspaper as follows:—

To Mr. Gilbert N. Allen,

Warden of Cumberland County, and the County Council of the same.

Gentlemen:—The News has no apologies to make in thus addressing you. The general good of the community animates its utterance. It desires to point out, for your especial consideration, a highly important matter, which falls within your functions as guardians and custodians of taxation in the County.

Most of you will have read of the Cameron Act. By that measure are now invested in the Crown all mines and minerals in Nova Scotia, many of the latter hitherto till lately the property of taxpayers. These, as developed under private ownership, were liable to taxation and assessment under the municipal system. The taxes on assessment, would then become available for your budget as provided in and for the various sections, as well as for County purposes in general. There is now danger of the taxes being diverted to the coffers of the Government at Halifax. It is contemplated to take them without question or consultation with your body. In what has already been done your body was not told of it. Was that a proper action? The News does not concede that it was. It was a high-handed proceeding. An arbitrary step.

For the moment, the amount at stake is not large; in the future the loss to the taxpayers may be incalculable. Your responsibility now, however, is plain, for the principle involved is clear, the question imminent. Besides, you have duties to posterity, as have all other legislative bodies elected by the people within their respective spheres and functions. In British practice the recognition of that duty is general and well defined. It is not shirked, but is jealously looked to.

You have read, too, gentlemen, of salt discoveries in Cumberland. This salt contains potash, and the potash is very valuable—how valuable, not many people have yet realized, not even those who have been living on the land overlying the salt all their lives. Great developments are in immediate prospect; great revenues in taxation will accrue therefrom. This point needs no argument. Already from Salt Springs to Malagash Point corporations and rich companies have taken up areas. The potash

### A VALEDICTORY (Continued.)

At Philadelphia it was said, "As go our cities, so will our states and the nation go." If the latter are to be saved, we must first save the former. At a natural corollary, it follows that as the interest in municipal affairs develops and expands it must include the county and state and eventually the nation. The National Municipal League has already begun to travel along the road. Committees on state and county government are at work and we may soon expect to see a model county charter and a model state constitution take their place along side of the League's model city charter, already widely recognized as one of the most substantial contributions to the cause to which it has devoted its energy.

To have been associated with this movement from its conception; to have been present at its birth; to have shared in its growth, is a heritage of which one may well be proud. As I stand here to-day to utter my valedictory, after twenty-five years of service in this organization, conscious that I have been a part of a nation-wide effort to place American cities on a firmer and more honorable basis, I am overcome with sadness at the parting, but the memory of the joy of the work with you and your predecessors is a worthy recompense.

trade is now almost a German monopoly. It will not be so when our areas are developed here. This statement is not speculative anticipation. Its truth is conceded by geologists who know; it is borne out by tests and analyses of the body containing the salt already made.

The News does not intend to refer in detail here in thus addressing you, gentleman, to the alleged or actual confiscation suffered by landowners which has accomplished the passage of the Cameron Act. The farmers and landowners are circumstanced as if they had lost their rights in salt and other minerals; for undoubtedly to confiscate these rights was the intention of the Act; because its subsequent application was carried out as if proprietary rights were extinguished. Hereby, too, licenses to search were granted; applications for leases received by the Commissioner of Mines.

However some of the best lawyers in Nova Scotia declare that Section 22 of the Acts of 1910 intervenes; that the licenses are, in law, of non-effect; nor can they become effective unless that section of the Act of 1910 shall be repealed.

You, then, gentlemen, have still an opportunity to preserve your rights and revenues in taxation of mines for municipal purposes. What then? Such object can be pursued, perhaps accomplished, by a determined demand upon the Halifax Government to leave Section 22 of the Acts of 1910 as it stands. It is, however, said, in many quarters, that the Government has no intention to do that. The farmers and landowners desire the Government to pursue a course that will allow them to maintain their long-held proprietary rights unimpaired. They are protesting and petitioning. What do you propose to do?

Were the semi-annual meeting of the County Council of Cumberland set for a distant date, the News would not hesitate to suggest the calling of an emergency meeting to deal with this matter; to do what the farmers are doing. But you will meet very soon; when you meet the Legislature will be in session. Your consideration and decision respecting the question of confiscated taxation, your petitions and protests, if any, can thus be transmitted at once to that body. You will not, as a matter of course, accede the threatened confiscation of taxation without protest. You should make a demand for compensation, if the Government's policy is persevered in. How could you do otherwise, gentlemen? How disregard the potentialities of the taxation, contingent upon the development of salt and potash as it comes from the mine? Herein is no fancy theory. The retention of these monies for Municipal purposes will eventually mean the reduction of the Assessment rate on taxable property rate by the application of an immense sum; so immense that the present difficulties of obtaining money for necessities should be wiped out in the future, in spite of an upward tendency.

The Government may not, perhaps, repeal Section 22 of the Acts of 1910 within the time that lies between now and your meeting. Then, again, it has the power to do so and may take advantage of it. There is no positive assurance. No one knows what will happen. The Government appears to be dumb in regard to all that concerns the agitation regarding the confiscation of minerals.

But something can be done meantime. You, Mr. Warden Allen can do it. It is within your power to write, in your official capacity, to the Halifax Government, entering into the aspects of the case as they have been outlined, or as you may outline them. You can urge the importance of the principle involved; point out the injustice to the taxpayers of confiscation, actual and prospective—for one salt mine, at least, is now in operation. You have a perfect right on these grounds. It is accordingly your duty to ask that Section 22 of the Acts of 1910 be allowed to stand until the Municipal Councillors assemble at Amherst to deal with the whole matter. The taxpayers expect you to perform this duty; and the News urges you to that course as an obvious and proper one.

The News, Mr. Warden, would be glad to announce to the taxpayers that you will at once carry out this very reasonable suggestion, put forward in a reasonable manner; and it hopes to have your authority to do so within a not unreasonably brief period of time.

The Amherst Daily News.



## Town Planning That Pays

By JAMES EWING, M.E.I.C. (Town Planning Engineer.)

This thing which for want of a better name they call Town Planning is in reality as old as the centuries, yet it is only in recent years that it has been forcing itself steadily forward upon public attention and recognition until it bids fair to assume the proportions of a great popular movement.

It must be something more than a fad, to begin with, and the vogue which it has attained must also be something more than the work of mere vapory propaganda.

The reason is plain; it goes to fill a "felt want." We know and feel that in the hap-hazard and uncontrolled development of our villages into towns and our towns into cities things are not as they should be. There is a tendency towards congestion and dislocation of traffic, overcrowding and the cankerous growth of slums, and altogether a general air of unsuitability and misappropriateness.

And we have repeatedly tried by desultory and piecemeal attempts at street widening, extensions and so forth to remedy some of these ills, and we have found the tremendous cost of these attempts quite disproportionate with the meagre measure of success attained.

Now, it may be asked "What is Town Planning going to do for us?" And the answer is "it depends very much on the kind of Town Planning." For it has more than one side and there is so much diversity of views regarding it, even amongst its exponents and devotees, that the general understanding about it is far from clear, clean-cut, or uniform.

I don't myself believe that is going to do all or nearly all that is claimed for it by some of its more enthusiastic disciples who proclaim it as a sort of sociological cure-all, and maintain that good planning and housing conditions are going to regenerate the world, and make us all healthy, wealthy, happy, wise, and good. We fancy we know lots of people who live in fine houses with most beautiful and hygienic surroundings who are not so very much better or healthier than others less favoured; and I fear they are rather overlooking the innate perversity of human nature, and the fact that among any collection of humans there will always be a certain proportion of those who seem to rather enjoy wallowing in the mire, and positively prefer it. Like most beautiful theories it becomes somewhat illusory in getting down to hard practice, and the most we can do is to try what we can to get things going right, so as to give every man a chance towards a higher and more wholesome scale of living.

Then again there is the Apostle of the beautiful who concerns himself more with "looks" than with the underlying organic causes and conditions, and I am afraid that is the most common and widely prevailing interpretation of Town Planning.

For, is it not a fact that the mere mention of the word conjures up in the minds of most people pictures of wide magnificent Boulevards, stately and imposing Civic Centres, spacious Plazas, and Public Parks and Gardens resplendent with luxurious foliage, fountains, and monuments.

Is it not a fact that there have been towns and cities in Canada, both in the West and in the East, that have gone to considerable expense in getting plans prepared, some of the most beautiful and elaborate plans it is possible to imagine, plans that were hailed at first with delight and viewed with admiration akin to awe. "Where are these plans now? I believe in most cases you will find them reposing in their last resting places in the vaults covered with dust. "And why?" For the plain and simple reason that we were attempting to put the cart before the horse, and trying to sport ourselves in glad raiment when we should really be wearing our overalls.

That is the kind of Town Planning very much in vogue amongst the Architects and Landscape men in the great republic to the South of us, and even to some extent on the other side of the water, where it has simulated a sort of pseudo-medievalism that is scarcely in keeping with the spirit of these practical, bustling, work-a-day times, and in this country.

At the very commencement it defeats its own object by acting as a scarce and deterrent to the investment of money seeking a tangible and reasonable return, more especially when as at present there are so many mouths to be filled, and so many pressing necessities to be satisfied.

And thus on the one hand we have the esthetic idealist with his visions of beauty and embellishment, and on the other the cold calculating business man with his remorseless standard of dollars and cents, and between them there is a great gulf fixed that can hardly be bridged.

And the stoniest thing about it is that while the first may be wildly fanciful and extravagant in his notions, it is our would-be economist who is by far the biggest spend-thrift after all, and who leaves a burden if not for himself, at least for his successors, of wholesale, accumulative, never ending waste and prodigality, which is all the more insidious because it is at first unseen.

A city or town is not a mere promiscuous conglomeration of bricks and stones, it is a living, breathing, pulsating organism like the human body. It must have a head and heart as the centre of active life and business, and the fountain of regulating government, lungs to breathe with in its parks and recreation grounds, a nervous system in its postal telephone and telegraph arrangements, blood in its traffic, propelled through its veins and arteries, the streets, and muscles in its factories and industrial establishments. Each different organ should be shaped fixed and co-related so as to perform its separate yet inter-dependent function with the greatest ease and efficiency and the least liability to dis-location or breakdown.

Usefulness must be the prime requisite, usefulness based on sound economic considerations, and it can easily be seen that we can hardly hope to be very successful or accomplish anything worth while without some planning.

We Canadians are great go-ahead fellows, and have surmounted huge obstacles and accomplished things that are classed among the wonders of the world. But, we don't **Plan** enough, we don't **Look Beyond**. We have hardly time to stop and think because we are so busy getting things done, and we seldom ask ourselves the question "How much more and better could we do with careful consideration and the expenditure of the same amount of energy and money?" If for instance, we had not blindly and recklessly gone ahead with that craze for Railway Building, instead of improving our Roads, would we today be burdened with hundred of miles of useless competitive railway lines now streaked with rust, and a load of debt and obligation that hangs like a millstone round our necks? Unfortunately what we have done has been largely on the "hit-or-miss" principle. We are always putting things up and pulling them down, rebuilding again possibly a little better each time but never with a clear view to the future or to things that will endure. Fortunately we have the faculty of always getting there in the end, but with the needless waste and expenditure of time, energy, strength, and money.

If this is true of anything it certainly has been so with our towns and cities, for we have let them grow up unwatched untended and uncontrolled, till we are no longer the masters but the victims of our own handiwork. And all this could have been avoided by a little mature deliberation forethought and planning.

There is no great trick to this Town Planning. After all it is neither more nor less than plain ordinary sense with sufficient knowledge and understanding to size up and seize the trend of things in a town's development and turn them to the best possible account. If it means anything at all it is simply the axiomatic "Everything in its place and a place for everything."

The trouble is our minds by habit and usage have become incrustated with so many of these hide-bound, rule-of-thumb notions and customs, that fetter our free movement and impede our progress at every step. And if we are to get anywhere at all, and still keep out of the ditch, we will have to divest our minds, and break away, from some of these.

For instance, we are usually so glad and thankful to get a Railway at any cost that we do not for a moment stop to inquire what harm will be done as well as what good by cutting up our town and blocking and dislocating our street traffic. It is pretty much a case of "Open your mouth and shut your eyes and see what heaven sends you." But after the track has been laid and you find that the station has been located to suit the Railway people themselves and their grades and curvature, but with small consideration for the convenience of the town's people, and



**TOWN PLANNING THAT PAYS.—(Continued)**

also that some of your best property has been cut up and ruined, and your main street blocked and diverted, you become both sadder and wiser, but know there is nothing to do but grin and bear it, since the location of a railway is deemed to be as fixed and unalterable as the laws of the Medes and Persians.

The same way too with our factories, we are all so glad to get one good factory to locate in our midst, that we are ready to give the shirt off our back. But the factories are by no means an unmixed blessing, and unless they are most carefully and properly located we soon find they will damage and depreciate the value of adjoining property, necessitate heavier paving, more extensive water and sewerage services, and altogether cause more trouble and expense than they are worth.

Some of these notions and customs we would do well to get rid of are unfortunately backed and enjoined by legislative authority, and others through want of legislative control over individual license are suffered to become a public menace and abuse.

The law of the Province of Quebec for instance prescribe a minimum street width of 66 feet within an incorporated town, thereby locking the stable after the horse is stolen, for most of the damage has been done as a village, before the incorporation took place. The main thoroughfares are entirely too narrow and cramped, whilst the new side streets are compelled to be of unnecessary and extravagant width. We have plenty of land in Canada, it is true, and don't need to be too skimpy about it, but we have not enough money for unnecessary paving, and when added to the cost of needless land comes the cost of superfluous paving and maintenance, it is easy to see where the money goes and why other needful improvements are shelved.

And when we come to think of it this width of 66 feet is about as bad a selection as could be made, for it is too narrow for any street with a double track car line, and much too wide for any purely residential street. We understand this enactment was made just after the great fire at St. Sauveur, Quebec, and was principally designed as a preventative of the spreading of fire and if that were so it certainly was the costliest that ever visited this province, and the people in every part of it are paying for it to this day, when the same result could have been just as effectually and ever so much more cheaply met by keeping the building-line ten, fifteen or twenty feet back from the street line.

It might possibly be urged that it is a good thing to keep all the streets wide enough in case any of them might develop into a main thoroughfare, and thus save the expense of expropriation for street widening. But we must remember that the main thoroughfares of a town seldom exceed ten or fifteen per cent of the street mileage. And so roughly speaking we are asked to throw away eighty-five or ninety per cent in order to be in a position to meet the possibility of saving ten, which is a new kind of economics.

Here again we can arrive at the solution of such a difficulty by the simple expedient of determining before hand where the main thoroughfares are to run. And we can rest assured that any additional width further than is necessary to accommodate present and prospective traffic in waste, and a constant charge on the community. And now we begin to see something of the virtue and the value and the wonderful saving of a little judicious Town Planning.

But it is not every municipality that is fortunate enough to have very much say as to the layout of its streets. That is a privilege which the laws of our country reserve for the land owners and real estate exploiters, whose main object is to dump as much of their land as they can on the unwary settler, and then saddle the community with the cost of improvements. Of course, the rights and privileges of Private Property must be upheld at all hazards. But would'nt it be a bit refreshing if some of our law makers, by way of a change should stand up in defence of the rights and privileges of the Public, whose only remaining privilege appears to be the privilege of paving.

Land in the province of Quebec is generally laid off in a succession of strips very much longer than they are broad, fronting on a main road or river, which is very much the best and wisest lay-out for farm lands, and is to a great extent the secret of the farmers remaining on the land in this province, encouraging as it does sociability and neighbourliness, whereas in the Province of Ontario

and in the North West where the layout is in sectional squares, they are deserting the land out of sheer lonesomeness and hyking after the bright lights and glamour of the larger towns and cities. But it is less fortunate when these long strips come to be sub-divided and laid off to suit the requirements of a town more especially according to its trend of traffic, for we usually find they are lying in the opposite way from what would be most suitable. But Mr. Landowner doesn't bother about a little thing like that, and he engages his surveyor at the smallest price per lot to sub-divide his land to suit the farm boundary lines, with absolute disregard of adjoining properties and streets, and the new settler and the municipality are left to wallow in the mess or fight it out between them as best they may. Of course, it must not be forgotten that the original proprietor saved a few hundred dollars, but in the end it is the municipalities and the people who have to pay thousands for every dollar he saved.

The municipalities of the Dominion of Canada should never be content till they have the layout of their streets and sub-divisions entirely in their own hands. It is important to have such control but it must be exercised intelligently, and not as at present where some of them have the power, to be allowed to remain as a dead letter.

Of course the easiest and cheapest way to lay out a sub-division is by straight lines crossing one another, no matter whether it fits the ground or not while the likeliest direction or volume of traffic is never even considered. I hardly need say that when street traffic has to travel along the two short sides of a triangle instead of by the one long side it adds nearly one third to the cost of that traffic, and when the question of grades is taken into account it mounts up to considerably over one third what it should do.

Just imagine for a moment what that means to a city like Montreal, and that this is going on every year, and every day of the year, heaping up by hundreds and thousands of dollars till it reaches millions, and the total debt of the City of Montreal begins to look small in comparison. So we can see that what was cheap at the beginning may easily prove a mighty costly thing in the end, only it makes a big difference who has to shoulder the burden, and this time it is the meek patient and long suffering public.

I have said that Town Planning is just plain ordinary horse sense, and I mean it, and would like to lay special emphasis on the word "horse." When you see a horse dragging a heavy load up a hill, you will notice that if left to itself it will naturally assume a zig-zag path, it will try to take the hill on the bias within the available limits. In Montreal we don't do anything like that, we are too clever, and so when we see a good steep hill we make a bee line straight up the face of it. Now I would like to say that no self respecting horse of ordinary intelligence would think of doing anything so supremely silly.

It is a by-word in Boston that the streets of that city follow the lines of the original cow-paths, and I might venture to add that if New York, Chicago, Toronto and Montreal had done something similar they would have had a more sensible and convenient street layout, fewer expropriation bills, and be more beautiful and interesting, and much less costly places to live in.

What I would like to emphasize here is that if we are to do anything worth while with conditions like these, we must take them in their beginnings, and while the value of land is reasonably low. A town is just like a wild animal or an unruly boy and cannot be caught young enough. There is only one time that is the best time for Town Planning and that is to-day; to-morrow is just one day too late. You may not feel the need today but a few years hence you will feel it, and then it will cost you fifty times as much. It is true you are not overburdened with funds, local improvements are pressing and the tax-payers are clamouring to see something for their money. There's where the temptation and the danger lie, for by going ahead with these very improvements you are closing and fastening the door on your own face, and throwing away the key. You are piling up great rocks on the path ahead of you through which afterwards you will have to blast your way. Always remember that the need for Town Planning is never imperative, and seldom even apparent, till its cost becomes almost prohibitive.

But it may be asked regarding most of our little towns "How do we know they are ever going to grow up into large flourishing centres?" And my answer is that it depends upon yourselves and the faith that is in you, your

(Continued on page 88.)



## Should Mother's Get State Aid?

J. W. MACMILLAN.

It is extremely probable that during the coming session the legislature of Ontario will enact a Mother's Allowance Bill. British Columbia and Nova Scotia are not unlikely to do the same. Already the three prairie provinces have such laws, Manitoba having led the way in 1916.

Like most of the social legislation in Canada it came from the United States. Since 1912, when the first law of this nature was passed in Colorado, it has spread over the entire republic, and even to Alaska. Thirty-nine states now have such laws. And of the nine who do not have them, five have been considering them. All of the states which have not such laws are in the south except Rhode Island.

It is worth while to itemize the divergencies of the laws in existence. No doubt, after a period of experimentation, these various laws will tend to become standardized, perhaps in one form, perhaps in several forms. In the meantime they show an amount of variation which may well puzzle the law makers of the provinces in Canada who turn to them for advice and information. I shall set down the broad differences which a comparison between these forty-odd statutes display.

I—Who are eligible for the allowances?

1. Any mother with a dependant child.
2. Widows only.
3. Widows and wives of prisoners, the insane and the physically incapacitated.
4. In addition, deserted wives. The period of desertion required to qualify varies from three months to a year.
5. In addition, divorced wives.
6. In addition, unmarried mothers.
7. In addition, expectant mothers.

II—Conditions on which aid is given.

1. The first condition is uniformly poverty. But poverty is variously defined as:—unable to support her children, dependent on her own efforts, unable without assistance to prevent her home being broken up, unable to prevent her children being taken to an institution or becoming a public charge. In some states the mother may not own property. In others she is allowed such tools and implements as may aid her in increasing her income.

2. The second condition generally includes the requirement that she is physically and morally competent to care for her children. In some cases she is forbidden to work away from home. In others she may work away from home no more than one day a week.

III—Residence qualifications.

These are complicated between the state and country requirements. Anyhow they range all the way from one year to five.

IV—Age of children.

The maximum varies from thirteen to seventeen. Fourteen is the most frequent figure.

V.—Amount of allowance.

In some cases no maximum is fixed, but the decision is left to the administrative body. In others it is two, three or three and a half dollars per week. Some states limit the amount which may be given to any household, and set this maximum at from 25 dollars a month all the way up to 60 dollars a month.

VI—Administration.

Here the variety is extreme. Probate Court, County Commissioners, Board of Trade Welfare, Supervisors of the Poor, State Treasurer and Board of Education have each their turn. In many states the administration is under the supervision of the State Board of Charities. In every case the administration is non-political, that is, it is not subject to review by the government of the state. In the three Canadian laws now in force the final authority remains with the Lieutenant-Governor-in-Council.

There is also considerable variation in the three Canadian laws, now operating in the west. Manitoba gives to widows and to wives of men insane, or prisoners, or who are physically unfit for work. Saskatchewan gives to widows only, Alberta to widows and wives of the insane.

Manitoba requires residential qualification of two years, Alberta and Saskatchewan of one year.

Manitoba refuses to aid any mother who possesses property of a value exceeding \$200. The other provinces set no minimum.

Each of these three provinces levy on the municipalities for the amounts expended. In Alberta the cost is equally divided between the government and the municipality. In the other provinces the proportion is fixed at the will of the government.

In Saskatchewan and Alberta the administration is vested in the Superintendent of Dependent and Neglected Children. In Manitoba a special Commission has been created, and under it are committees in the municipalities where the dependent mothers reside.

It is a curious thing that the Canadian laws should retain supervisory power for the provincial government. Perhaps we may flatter ourselves that the superior purity of our national politics makes this supervision a safe thing. But undoubtedly, in any country where party politics are not of a stainless character, this right of appeal to the politician is a dangerous thing. Anyone who has known anything of the workings of a charity department in a city knows how swiftly the predacious pauper gets after the alderman. Among the needy and deserving women with young children in their care will be border-line cases hard to determine, and cases where infirmity of character is suspected, and cases where the load of supporting the children, might most properly be borne by relatives at once rich and mean. These are the sort of people who turn more readily to someone whom they think has a pull than to someone who is keen to play fair by the law. Surely we know this much about the proper administration of social laws, that they should be placed in competent hands and that those hands should be trusted with power.

Another curious difference between the situation in Canada and the United States is the superior generosity of the amounts paid in Canada. The average sum given to a mother in Manitoba last May was \$61 to those domiciled in cities, and \$49.16 to those living in the country. Nowhere in the United States are these amounts equalled. In fact, the general criticism is made that the sums dispensed in the United States are too low. The inner meaning of such a law is that the mother is hired by the state to rear her children. They have become wards of organized society by reason of the loss of their natural provider. It is felt that the mother cannot be at once provider and train. The worries and woes of widows have proved that through many ages, and the minutes of the Juvenile Courts have come in these later days to confirm the lesson. If the woman is to mother her children she must be with them in the home. Thus the salary paid her should be large enough to allow her to remain in her home.

The administration of these laws is of supreme importance. The success which has been achieved in Manitoba is due to the assistance of trained social workers in initiating and continuing the operation of the act. As a matter of fact, the cabinet have not used the supervising power retained under the law for any purpose other than to approve the proceedings of the commission who have been intelligently guided by expert social workers all alone. There are many mothers in Canada who need constant help. They need it in order that their children may be born. They need it in order that, when born, they may survive. They need it, in order that if they survive, they may grow up into good citizens. Some body that knows how to befriend such mothers when their husbands have died, is necessary. And the all-important thing is that the befriending shall be wise. They need light as well as warmth.

I recall one Russian woman who appealed to the Minimum Wage Board of Manitoba for permission to work more than eight hours a day in the abitoir where she was regularly employed. On being questioned she admitted that her husband was working steadily at good wages and that she was the mother of two young children who were at school or playing around the neighbors while she was at work. When it was suggested to her that she ought not to be working at all she replied with spirit, "What would I do hanging round the house all day?" Such a woman would not immediately grasp the meaning of a mother's allowance, should she chance to be left a widow. And since the opening of this century many women have come to Canada from lands with low standards of motherhood. It is a significant thing



# Police Departments

In answer to a questionnaire sent out by the Municipal Reference Bureau of the University of Kansas, forty-two American cities (including seventeen Kansas municipalities) sent in particulars of their respective police departments. These particulars included the number of officers, salaries paid, whether or not uniforms were supplied by the city, and policemen's benefit funds. A particularly instructive part of the report is that which shows the number of officers considered necessary to protect the different cities. This has been compiled by the Bureau as follows:

### Police Departments in Twenty-Three Cities, Outside of the State of Kansas.

City and Population	Total No. of Officers	Total Salary Expense	No. People to each Officer
Minneapolis, Minn. (373,448).....	355	\$616,344	1,051
Denver, Colo. (283,622).....	284	458,440	998
Dayton, O. (128,939).....	157	244,130	821
Des Moines, Iowa (104,665).....	138	250,720	786
Oklahoma City, Ok. (99,910).....	72	102,730	1,387
Wilmington, Del. (95,921).....		172,650	755
East St. Louis, Ill. (77,312).....	70	102,480	1,104
Allentown, Pa. (65,109).....	51	76,940	1,276
Davenport, Iowa (49,820).....	55	84,360	905
Salem, Mass. (49,346).....	50	83,350	987
Haverhill, Mass. (49,180).....	56	103,478	878
Muskogee, Okla. (48,650).....	28	65,980	1,737
Bay Cities, Mich. (48,614).....	37	54,900	1,311
Racine, Wis. (47,465).....	44	71,160	1,078
Lincoln, Neb. (46,828).....	25	34,600	1,843
Lansing, Mich. (45,069).....	46	66,995	979
San Jose, Calif. (39,734).....	25	37,710	1,789
Colorado Springs, Colo. (38,965)	27	39,844	1,443
Elmira, N. Y. (38,272).....	46		
Oakhosh, Wis. (36,428).....	22	27,780	1,655
Joplin, Mo. (33,492).....	35	43,280	957
Madison, Wis. (31,315).....	32	48,720	978
Jackson, Miss. (30,762).....	23	28,860	1,337

### Police Departments in Sixteen Kansas Cities.

Atchison (15,240).....	12	18,625	1,270
Coffreyville (13,465).....	9	11,352	1,496
Port Scott (12,852).....	5	6,240	2,465
Hutchison (23,401).....	13	14,460	1,800
Kansas City (93,121).....	79	113,080	1,052
Leavenworth (21,849).....	17	16,320	1,285
Parsons (17,286).....	9	13,620	1,921
Pittsburg (18,048).....	9	14,160	2,006
Topeka (62,624).....	34	40,740	1,194
Wichita (62,404).....	58	83,400	1,075
El Dorado (16,246).....	3	11,700	2,030
Independence (11,505).....	7	9,060	1,643
Lawrence (13,456).....	9	10,140	1,556
Manhattan (7,959).....	6	4,890	1,326
Salina (13,278).....	5	5,640	2,655
Winfield (7,287).....	4	4,500	1,921

### Policemen's Benefit Funds in Twenty-Five Cities, Outside the State of Kansas.

Of twenty-five cities, twenty cities replied in the affirmative to the question "Has your city a policemen's benefit fund?" They were—in order of population—Minneapolis, Minn.; Denver, Colo.; Dallas, Tex.; Dayton, Ohio; Des Moines, Iowa; Oklahoma, Okla.; Wilmington, Dela.; East St. Louis, Ill.; Allentown, Pa.; Salem, Mass.; Haverhill, Mass.; Bay City, Mich.; Racine, Wis.; Lansing, Mich.; San Jose, Calif.; Colorado Springs, Colo.; Elmire, N. Y.; Osh-

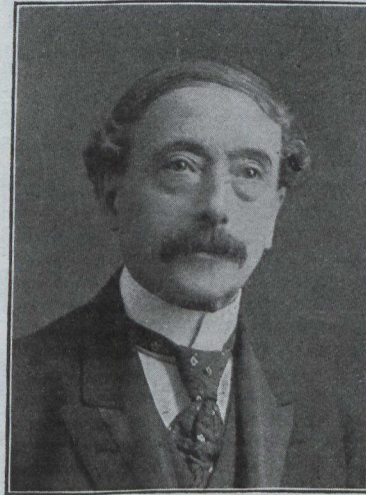
kosh, Wis.; Joplin, Mo.; Madison, Wis. The five cities which replied in the negative were Davenport, Iowa; Muskogee, Okla.; McKeesport, Pa.; Lincoln, Neb.; Jackson, Miss.

### —Policemen's Benefit Funds in Kansas Cities of the First Class.

Of the ten first class cities in Kansas, two, Kansas City and Wichita, reported that they had policemen's benefit funds. Eight cities: Atchison, Coffreyville, Fort Scott, Hutchinson, Leavenworth, Parsons, Pittsburg, and Topeka reported that they did not have benefit funds.

### Policemen's Benefit Funds of the Second Class.

The questionnaire was sent to eight cities of the second class. Seven replies were received. They were Chanute, El Dorado, Independence, Lawrence, Manhattan, Salina, and Winfield. All seven cities replied in the negative to the question "Has your city a policemen's benefit fund?"



Senator David, ex-City Clerk, of Montreal, who celebrates his eightieth birthday this month.

### THE COMMUNITY LEADER.\*

\* This poem was written for "Community Leadership" and dedicated to the modern chamber of commerce secretary.

He is a man whose eyes search far ahead.  
 In faith of what will surely come to be.  
 He makes the sightless citizen to see  
 A new town blooming where a town seemed dead.  
 He has no fear of unblazed paths to tread.  
 His heart exults to make his people free,  
 To help them realize the dreams that he  
 Has woven from the things which men have said.

Our towns are dowered with gifts of time  
 God's hand has placed them under man's control.  
 Help ye this man who yearns to give his prime  
 In helping you attain your civic goal.  
 A man who works to reach this end sublime  
 Need have no fear for his immortal soul.

—Dorsey W. Hyde, Jr.

### SHOULD MOTHERS GET AID? (Continued.)

that the criminality of the first generation of native born of foreign parentage is abnormally high. It is a mistake to think that the "foreigner" is peculiarly criminal. It is rather his son, born and brought up in Canada, who goes wrong. And, if he goes wrong while his father lives, he is twice as likely to go wrong when his father dies.—Montreal Journal of Commerce.

Fire Chief Smart of Calgary has suggested that the same telephone number should be used for the fire department in every city town and village on the continent. This would mean no matter what place you were in you would know the telephone number of the fire department. It is a very practical suggestion and would help materially to prevent unnecessary delay in calling the department



## Housing And Health

By CHAS. A. HODGETTS, M.D., D.P.H.  
Medical Adviser Commission of Conservation

I cannot begin this subject without a few words of retrospect, and these are presented to emphasize the fact that Governments and people have neglected the words of warning and counsel which health experts have handed out to them in the past and politicians have turned a deaf ear to their suggestions, not only in Great Britain, but in Canada as well. Then, when confronted with the facts at a time of great national peril, they have suddenly become enthusiasts and even have posed as apostles of a new movement, forgetting, in their eagerness to do something, those who have, in a not very distant past, warned them of the very dangers which heretofore they would not even admit as existing in this country.

As great an authority as Sir John Simon, Medical Officer of the Privy Council of England, in 1866 wrote:

"When overcrowding exists in a sanitary sense, almost always it exists even more promiscuously in certain moral senses. To be subject to these influences is a degradation which must become deeper and deeper for those on whom it continues to work, to children who are born under its curse, it must be a very baptism into infamy.

These and other words even more pronounced on the evils of unsanitary housing were uttered more than half a century ago, and in the five decades which have elapsed, there have been those interested in the health of the nation who have repeated the warnings with emphasis—all to their credit—but they are forgotten and now the politician seizes on the facts when he is awakened from his Rip Van Winkle sleep, and takes all the credit to himself of making a great discovery.

Having made the discovery and been suddenly cast into the sea of difficulties which have grown up around him by reason of his failure to grapple with the problems of national vitality, like an inexperienced swimmer he flounders around and catches at the straw of "town planning," with the fond hope that this alone will solve the incalculable difficulties which menace our very existence as a nation.

After having put their hands to the plough, let me express the hope that they will not repeat the mistakes made by some governments who, in the past, were misled, and who, in turn, misled the nation into believing that they had stemmed the tide of national degeneration and that there was no such thing as physical degeneration of the people.

For note, as recently as 1904, the politicians of Great Britain were advised by an Inter-department Committee on Physical Deterioration as follows:

"The Committee thinks it well to state at once that the impressions gathered from the great majority of witnesses examined do not support the belief that there is any general progressive physical deterioration."

"Rookeries are being dispersed, enclosed yards opened out, cellar dwellings and back to back houses disappearing, etc.

At that time, also, the President of the Royal College of Physicians of London, said:

"The great progress made during the whole of the Victorian era has tended to preventing a general national degeneration."

The actual conditions were revealed in 1916, just twelve years later, and thus the general impression of witnesses both of church and state were shown to be as worthless as fallacious.

We pray God history may not repeat itself in this respect, rather that the people shall demand of governments—action—not voluminous blue books.

Nothing has been so emphasized during the war as the necessity for raising the physical standard of our population. The statistical records obtained under the Military Service Acts of the medical examination of men between the ages of 18 and 45 revealed such an alarming condition of physical unfitness as to call forth from the Prime Minister the grave warning that we could not hope to run an A-1 nation on a C-3 population.

What the Canadian Government has to report on the subject, I cannot state, as, up to the present time, it has not been possible for me to obtain the figures, but an American official, who has apparently been able to obtain

inside information, recently stated in Ottawa that they would be found higher than those of the United States. If so, they are a severe reflection not only on the government of Canada but upon the people themselves. We cannot ascribe the results to density of population, for the Government offers lands to all and holds out inducements to the people in Europe to settle in our midst. What is a population of eight millions scattered over our vast Dominion? That we have overcrowding of the most up to date variety in all of our cities is a fact, and, what is most to our discredit, is that we are doing virtually nothing to either stop the onward progress of unsanitary housing or to investigate or improve existing slum conditions. Whilst it is a fact that social welfare activities are seen everywhere busy treating the victims of these vile slum conditions, we are forgetful of the fact that we should aim at the annihilation of the slum home. Though there are several contributing causes for the C-3 population, it cannot be gainsaid that among the most important is bad housing.

Concentration of population in towns and de-population of the rural districts is one of the deplorable characteristics of modern civilization, and Canada is not one whit behind the older countries of Europe in this particular. Indeed, for so young a country of such vast area and small population, we are, in my judgment, the greatest offenders in this particular.

It is desirable and it is possible that all human beings should have ample air space surrounding the places in which they sleep, live and work.

As the individual is the unit which must be considered in discussing any problem of national efficiency, so the house or home is the unit to be considered in any town planning scheme which may be devised, and, as the house is the home or place where the majority of our people reside, in former days we said where people "lived," it is essential that we consider the effects for either good or ill that urbanization has upon health.

To begin with, the house may be an isolated one and bear no relationship to its neighbor, or presenting no conditions for ill due to contiguity. It may, however, possess structural defects or be so situated as to be an unhealthy house, i.e., a house which will, if used as a dwelling, prove a source of detriment to the health of those who reside therein.

Continuing the illustration, this house may prove to be a source of danger when in isolation, but let it become the nucleus of a village, then a town and later a city, and, by reason of the environment, those conditions having a tendency to effect the health of the one family which found a home within its four walls, are made infinitely worse, as the population without becomes more dense, and, in most modern instances in this country, the number of families within its four walls increases even at a greater ratio than the population in the environment.

There are several natural gifts to men which are given for his health, amongst them are light, air and water. These three, under normal conditions, are unbounded; they are the birthright of every man, woman and child in Canada, theirs by right of birth as sons of God. They are God-given for man and are not the peculiar property of the wealthy or the leisured classes, a fact which, in our modern community life, we have almost forgotten, although we sometimes strive to give the public good water, endeavoring by expensive processes to purify what was once of natural purity, but has become contaminated by our failure to prevent pollution. We have permitted the factory waste, the human and animal excreta to gain entrance, and pay the price for our faults in the way of expensive filtration plants; or, what is still more shortsighted and, in my judgment, criminal, rely solely on the feeble protection, much vaunted by those to whom a certain small class of the community would rely for health protection, of the so-called sanitary engineers, who tell that chlorination is the do all and the end all of purification. I am afraid to say that I am not one of those sanitarians who believe in this method as a process to be permanently relied upon, and would urge that, under



## HOUSING AND HEALTH. (Continued.)

modern housing conditions, the health of the people of our cities must be still further safeguarded by the adoption of efficient methods to prevent pollution. This is a problem that must always be considered when we are dealing with the health of the inhabitants of our cities.

As it is with water, so it is in regard to light and air. In the building up of cities, we have prevented the masses of people securing the full benefit of these essentials to a healthy life, these preventatives against disease, and what we do give them is like the water, contaminated. For the purpose of improving the conditions and, in some degree, giving a touch of rural life to the masses, there has been devised what is known as "town planning." Now, town planning is all very good and, in a country like Canada, it should be made compulsory on all municipalities in their development that a system suitable to our climate and conditions should be adopted and carried out. The principals are right and, if carefully planned to the wants of each municipality, will do more to improve the health of our people and so assure a higher standard of physical efficiency than perhaps any other single measure that can be suggested. But—there is always a but in everything human and certainly in everything governmental, it will not avail us much from the standpoint of health if we permit the present slum conditions to continue.

As an example of what evils may exist in a country which ostensibly was pre-eminent in town planning, a reference may not be out of place to the Kingdom of Prussia, which in many respects is comparable with England, indeed, the Germans were fond of making the comparison, and, in doing so, take a wide field for comparison.

"They would point to large industrial towns of England with their miles of mean streets, their slums, and other bad features, and boast that they had nothing of the sort in Germany. Travellers would go to Germany, note the handsome and orderly appearance of the streets, the profusion of fine buildings and other external signs of well-being in Berlin and other towns and come back with the same tale.

"Then there was a great deal of talk about town-planning, with Germany as the model; it was all the rage. Go below the surface, however, and you get a very different result. I cannot go into details, but some summary facts will show the true state of the case.

"The population are pretty nearly equal (36 to 40), and Prussia is the most advanced German State. In the five years before the war, the average death-rate was:—England, 13.9; Prussia, 16.1; the infantile death-rate:—England, 109, Prussia, 165; the deaths from consumption:—England, 38,000; Prussia, 61,000; from scarlet fever:—England, 2,316; Prussia, 5,592; from diphtheria:—England, 4,749; Prussia, 9,144.

"These figures are fully explained when one goes below the surface and examines the actual conditions. Beneath attractive and imposing exteriors one finds essential conditions distinctly inferior to those in our dingy-looking towns. There is far more overcrowding, for instance, with lack of space, air, light and conveniences; water supplies are less abundant and less pure; public health services and isolation hospitals are less complete; sewage disposal is less efficient."

For the last two decades, we have been intensifying the evils which surround our housing conditions in all of the cities of Canada. Not a city is guiltless, and, as a consequence, we have very rapidly lowered the vitality of our people. In lowering our vitality, we have decreased our national efficiency, until, at the present time, at least one man in three is a physical unfit. Unfit to fight the battle for freedom and honor, and therefore unfit to efficiently assist to build up this young nation in its struggle for supremacy in the markets of the world.

What would be the percentage of unfits amongst the women of Canada and how marked would be the impress of degeneracy on the physical condition of our children would make an object lesson which, I fear, would cause us to hang our heads in shame.

And how has it all been brought about? In part by our own indifference and in part by our own ignorance, which, unitedly, have resulted in a mere national drift. The rocks surround us everywhere in city and country districts alike, though in different degrees, for the blessings of

sunlight and air certainly are to be placed to the credit of the dwellers of the villages and rural districts, not perhaps through any act of their own. The outstanding dangers exist in the crowded centres where we have the accumulation of all the evil features of overcrowding, the replicas of every nation under the sun whose representatives have come to us on the tide of immigration. It is to our lasting disgrace and shame that we have, through our indifference, suffered them to take root. Having taken root, they have grown like weeds, and, alas, the longer they grow, the more difficult and more expensive they are to eradicate.

Your little Italies, your nests of polacks, and dens of whatever foreign element you have in your city are the evil deeds and the longer they remain, the greater evil they become. I once visited a row of houses in a sea port city where the bows of our great ocean liners overhung the back yards. What did I find? These once happy and healthy one-family homes were the abode of settlers from the British Isles—some eighteen families in all. These unfortunates were meted out by nature the fresh air and sunlight which were the portion normally of less than one-sixth their number, and this in a country which heralded abroad that there were homes for the toiling millions of Europe.

In the eight years which have elapsed, I can find no improvement in the housing conditions of that city. On the other hand, the inhabitants point with pride to the fact that a very large sum of money has been raised through the activity of its citizens and a magnificent institution for tuberculous patients has been erected. An example of municipal folly: Crowd the inhabitants into packing boxes, give them no opportunity to enjoy to the fullest that which costs the people nothing, viz., God's sunlight and fresh air, and, if by any act of Providence, they fall victims to the White Man's plague, then give them, when it is too late, the blessings of sunlight and fresh air in a sanatorium.

When will we learn that there is a right time and a right place for municipal authorities to take full advantage of these natural bounties? In our homes and all the time!

Give the maximum of sunlight and fresh air to the expectant mother, the nursing mother and her babe, and then to all through youth and manhood and womanhood, all through the years when most required to produce a virile people. Do not intensify the present horrible housing conditions of the masses and then parade our good works and laud our charitable organizations, and give both by tax levies and public subscriptions to aid those who, by reason of our own sinning, have become the innocent victims of disease and vice.

Let us get down to the bottom of the cause and no longer pursue a policy of drift. Let us strive to eliminate the evil housing conditions which make for lessened human efficiency and, by so doing, make more happy the lot of each man, woman and child in Canada.

The movement for the garden suburbs and cities is commendable, but it is only a small part of the problem of good housing. I fear it will be a long time before the benefits arising from the Government expenditure of twenty-five million dollars on the present basis will benefit the tens of thousands of the working people in our centres of population, whose conditions have not improved one whit during the last decade.

To assist government officials in the erection of a garden suburb undoubtedly is most commendable, but it seems like misplaced assistance, particularly if one considers for a moment the slums of Toronto and Montreal, the forced residence of many good citizens who long for something better and brighter.

As Letchworth has not appreciably lessened the evils of the housing conditions of London, neither will the garden city the similar evils to be found in our Canadian cities. If we are to look for results and ameliorate the existing damning slum conditions, we must attack this hydra-headed monster where it lives and thrives, viz., in the slums, which you and I and all of us who are Canadians permit to flourish.

We allow human beings to live—no to, exist—in hovels not fit for pigs, and expect them to give to their employers a good day's work, offering them charity when they or their children become ill. What is a strange



## TOWN PLANNING THAT PAYS.

(Continued from page 83.)

situation, your enterprise, and whether or not you have the "goods."

Taking a broad outlook on the world horizon, I am one of those optimistic enough to believe that the troublous and unrestful times we are now passing through are but the staging, the prelude, preparatory to the real action of the grand and mighty drama that will shortly be played in the great world theatre. We are at the commencement of a new era; the death-knell of selfish individualism, and the doctrine that the weakest must go to the wall has been sounded, and in its place is coming co-operation, brotherhood, and team play. If in reading the lines of the Great War we have not reached the understanding of how little one man counts for in this world, but Mankind for so much, then we have failed to learn our lesson. And I believe that the Dominion of Canada with its limitless untapped resources, stands today on the threshold of the most tremendous development it has ever known.

Are we ready to take advantage of it? That too depends upon ourselves, and on our keen sight and our foresight.

The Watchword of the World is Production, and the prime and basic consideration is the Products of the Soil. Let the factories come afterwards, and they will surely come. Do not let us put the cart before the horse; they are doing that in Ontario and getting rich maybe and flocking to the cities, but they are knocking the underpinning from the bottom of the structure, the soil is being neglected and the people are leaving it.

What we need in every Province in Canada is the vigorous and healthy young community in the centre of the rich agricultural district and there can be no question about its future. Do not let industrialism swallow every thing up, but try to take a bite off the big city whenever you can.

There is a distinct and well defined movement of decentralization of industries from the big cities going on and growing a pace. They are getting tired of burdensome taxation, excessive cartage costs, congestion of traffic, and a variable labour market, and are seeking fresh fields and the freedom of the open, and would rather build up new communities around themselves that they can rely upon.

That is a movement that is well worth watching and taking advantage of.

Are you going to get some of these industries that are dissatisfied with their present surroundings to locate amongst you? Not if you are wise. That is an unhealthy, hot-house, method of development that can never stand the stress of evil times. It is like the man who built his house upon the sand, and the storm comes and the win and the rain and washes it away. How many old factory buildings do you already have with boarded up windows and crumbling walls that have been built up under a weak-kneed spineless system, like that? It is in the first place a tacit admission of inability to deliver the goods, savours of bribery on the one hand, and becomes a species of black mail on the other, and it is always the people who have to pay both going and coming.

If you want to learn what the real bona-fide factories that are at all worth having are after, you will find that it is above everything else facilities for carrying on their work.

They want steady power, good railway transportation conveniences, minimum cartage costs, and reasonably cheap and reliable labour, and the first thing you will have to do is to set your house in order before you ask them to visit you. You will see to it that the very first factory that comes is located in the most suitable place, bearing in mind that a few cents a foot cuts very little figure in a matter which may mean success or failure. And thereafter you will see to it that all the other factories are herded together and located in a zone by themselves adjacent to the railway, where you can give them the best transportation facilities, and an economic concentration of power, water and sewerage services, and special fire protection. If their cartage costs are not entirely eliminated, you will arrange it so as to pass over streets that are paved strong enough to withstand it. Then you will be

able to secure for your residential section that sweet, clean, and quiet reserve that is in keeping with the idea of the home. You will not need to have such wide and heavily paved streets in the other sections of your town, nor such large water and sewage pipes and fittings. You will not need to have power wires strung over all your streets. You will save it in your paving bills, your water, sewerage, and insurance rates. You will save it in your rentals for you will stabilize land values, and do away with that constant condition of makeshift and turmoil which benefits nobody but the wily real estate exploiter clever enough to take advantage of the opportunity to speculate, manipulate, and run away with the swag.

But above everything else and that can hardly be counted in dollars you will gain immeasurably in the health, stamina, well-being and content of the people, and that is what constitutes the reliable labour market that is the strongest kind of magnet to induce the factories to come.

If therefore you will devote the money you are prepared to pay prospective factories in bonussing and so forth, and spend it on improvements, well studied and carefully and comprehensively planned before hand, you will have small difficulty in getting the factories to come, and what is more important to stay and make good, and you will be sowing seed which will spring up and return to you a hundred fold.

Before closing I would like to revert for a moment or two to the esthetic side of Town Planning, for after all appearance count for a whole lot even from a money point of view. We all know it is the well dressed shop windows that catch the customers, have already expressed the belief that neither the times nor the country were ripe for ambitious and extravagant schemes of embellishment. Indeed I am inclined to doubt if such embellishment comes within the sphere of sound organic Town Planning at all, but rather is supplementary to it. These are the finishing touches and should be the Landscape Architect's job, as the decorators and not the designers or builders of the the decorators.

But there is one thing that proper Planning should do, and that is to preserve and develop all the existing Natural Beauty, and goodness knows we have lots of it in this good Dominion, through we seem to be doing our best or rather our worst to desecrate and destroy.

I have in my mind's eye at the present moment more than one enterprising town of this country, where Nature has beneficently endowed them with beautiful and picturesque rivers flowing through their midst, bordered with lovely green slopes and shaded with majestic trees. Well they have chopped down most of these trees, and on those slopes they are bulding gaunt and ugly factories, and here and there in between they are dumping down the banks all the garbage and old tomato cans they can gather. Now if only for a moment they could offer an economic excuse for such action, we might try our utmost to pardon it.

But these factories could more easily have been built elsewhere, say alongside the railway, and they could have had their power transmitted to them by wire at an infinite small loss by waste, and they would thus have saved themselves the trouble and cost of cartage both on their raw material and their finished product, and the taxpayers would have been saved many dollars for the paving and upkeep of roadways.

But it must not be imagined for a moment that these good people are wanting in public spirit, far from it, for we find that instead of the magnificent God-given natural park they might have had on both sides of the flowing river, with shady nooks and pathways, sylvan bowers and rustic bridges, they are building on the outskirts of the town a bran new, and perfectly up-to-date, artificial park, levelling it off, and laying it out on the conventional union-jack pattern, and are planting straight rows of trees spaced so many feet apart, and erecting a wooden band stand painted in three colours, and a cast iron drinking fountain.

In conclusion and in general I would like to say that the main thing is to make a beginning on well thought out lines. It is not necessary to do everything all at once, and spend big sums that will only get you into difficulties. But it is necessary to have clearly fixed in your minds what your general objective is, and gradually and steadily work up towards that however and whenever you can afford to.



## Why Municipal Unions Should Have a Centralizing Bureau and Clearing House of Information

By CHARLES A. MULLEN \*

(Continued from last issue.)

24. **Officials will trust Union:** One advantage of such an organization as this is that, if it is well managed by its members cities, the officials of each will feel that it is a place where they can secure general municipal information based on the actual experience of other cities and not having a commercial bias. Such information is difficult to secure today; and the result is that gold brick men do quite a business with municipalities, continuing to sell to other cities articles the claimed values of which make a plausible story, but that have already been tried out and found wanting. But, do not think that I am disparaging the business acumen of public officials in the above statement; many large business houses invest in the same attractive commodity.

25. **Professional services used:** The "Canadian Engineer" of October 23rd, in its editorial column, shows grave concern about what it thinks the Quebec Municipalities are about to do; but I am sure its attitude is based on a misconception of the plan. To me, it seems that more and not less professional services will be employed because of the existence of this Union. Cities will learn from their own representatives at headquarters,—whom, as I said before, they will have reason to trust,—just when and to what extent professional services are a good investment for them. Today, they do not know, and have not a sufficiently unbiased and trustworthy source of information; and they frequently go without rather than risk employing some shyster. As I said before, with this Union in the field, the way of the shyster will be hard. Also, the way of the responsible, conservative engineer, who takes his profession seriously, will be made easier. His services will be more fully appreciated and sought after by members of the Union who know definitely, through their clearing house, the quality of services he has rendered elsewhere.

26. **Not spending false Economy:** In these days, there are not more cities so narrow-minded as not to employ a proper engineering staff, but I have in mind one in Ontario whose former council thought it did not need to consult a waterworks expert when embarking upon an extensive project in this line. It required the poorly paid and overworked City Engineer to plan the work and supervise the construction; in other words, to "go it alone" in the expenditure of about a quarter of a million dollars. The waterworks were completed; but the quantity of water expected, or anything like the quantity, has never materialized. The City Engineer, overworked and underpaid, had overlooked a factor that an experienced specialist in waterworks engineering would have considered from the very start. The City had saved money; but at what a cost and waste of the municipalities' funds.

27. **Union demand more engineers:** Any engineer who has thought for an instant that the formation of this Union means the employment of less engineers, after the fashion of business consolidations, will dismiss this matter from his mind when he reads the resolution of this body, passed this morning, petitioning the Provincial Government to employ a large enough engineering staff so that provincial municipal matters will not longer be delayed because there are not enough qualified engineers in the provincial employ to give these matters prompt attention. The human race is far too much given to seeing bugaboos; the cultivation of a taste for rainbows would be far more beneficial to the health and happiness of the community as a whole and to individual professions separately.

28. **Worth while service not free:** I am quite sure that it was also a misunderstanding which led the "Canadian Engineer" to remark about the doubtful value of "free" engineering or other professional services. The Union will be paid for by its supporting member municipalities through memberships, as far as its general work is concerned; and each city will probably pay extra for special services rendered. We have never heard the engineers complain when several private corporations formed a Union of Trust and amalgamated their engineering staffs, and such combinations are far more destructive of individual initiative and competition among engineers than the Union of Quebec Municipalities could ever hope to be. This Union should have, and, I believe, once it is properly

understood, will have, the hearty support of the entire engineering profession. It will encourage courageous engineering practice when it is based on a sound knowledge of the present state of the art and a clear vision of the reasonable possibilities of the future, but it will also probably curb the number of engineering "pulp dreams."

29. **Energies applied at wrong place:** One good which the engineering profession should get out of the formation of this Union is the better application of the energies of its members. Today, many engineers are forced to undertake several different lines of work in order to make a living, and other engineers in the same district must do the same. Now the only engineer who has a right to say that he knows all there is to be known about all the many branches of engineering is the young man from the University on whose diploma the ink is not yet dry. Right after that, he should begin to acquire special knowledge in some one branch and special ignorance in most of the others; that is, he should rapidly acquire the knowledge of the extent of his ignorance in the other branches.

30. **The age of specialization:** The medical profession offers possibly a better illustration of what I have in mind than my own. There is the family doctor, and the specialists. If your family doctor offered to cut out your appendix, would you let him? Then why require your city engineer to design and construct a municipal power plant? The city engineer needs his specialists as well as does the family doctor. They are necessary to his proper functioning. One of the most famous Canadian engineers in Canada, in speaking of a special line of engineering, said to me: "Why I don't know anything at all about it." Could you have secured such an admission from the young graduate, or would the young city engineer have held his job after making it?

31. **Engineers who take a chance:** I have one particular case in mind where a firm of engineers undertook a piece of work in which they certainly were not specialists. The contract was let; and, not having an intimate knowledge of the subject, these engineers left it to the contractor to do the work in accordance with his own theories, which happened not only to be based on a limited experience and wrong, but were known by all specialists in that line to be wrong. The work, after one year, now shows signs of failure. It is bad enough to have to follow defective principles when it is not possible to follow the correct ones; it is inexcusable to do so through ignorance of those principles which have been proven correct in practice and are generally accepted among the specialists in that field of engineering.

32. **Five years is long enough:** An engineer has no right to trust a contractor in any matter connected with his professional work whatsoever. That is just what he is paid not to do. I do not mean by this that every contractor is either a thief, a scoundrel or a fool,—that would not be true,—but when I tell you, for instance, that not long ago one of the leading paving contractors said to me: "You people want to build pavements to last forever. We guarantee ours for five years, and that is long enough for any pavement to last," possibly you will agree with me that the contractor's psychology is not always such as to make him a satisfactory guardian of the public's interest. I was a contractor myself once; and I know. The man in question, however, was not a Quebec contractor; I have met some of the highest calibre contractors I have ever known right here in the City of Montreal.

33. **Five years is not enough:** Now five years is not enough for an expensive type of so-called permanent pavement to last. On the average street, it should just be getting into good condition for a long run at that time, the local defects having come to light and been repaired, and the pavement merely in the early prime of its life. Some asphalt pavements which I know, and asphalt is a comparatively inexpensive type, are already twenty, thirty, and even over forty years old, without having known much maintenance expense in the time, and still being in serviceable condition. Some pavements are scattered through many cities. Any engineering work should be so designed and constructed that the result desired will be achieved at the lowest possible relative cost, all things being considered from the owner's viewpoint, especially when that owner is the public.

(To be continued.)

\* Director of Paving, Milton Hersey Co., Ltd. Montreal.



# A SUGGESTION

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In wishing the best of success for the coming year to the new councils of Canada the **Canadian Municipal Journal** would suggest that at the first meeting each council pass a resolution subscribing for its members to the Journal so that it may be mailed to the **private** address of the Mayor, Aldermen and Officials.

The management of the Journal is ambitious to supply every man and woman interested in the municipal life of Canada with a monthly copy of what has been termed "the best two dollars worth of civic activity published on this Continent."

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The subscription is only \$2.



## Municipal Finance

JAMES MURRAY.

### SASKATOON UTILITIES INCREASE RATES

The street car fares of Saskatoon (Sask.) have been raised to six tickets for 35c., cash fares seven cents, children's fares remain as formerly, eight for 25c., and soldier's tickets have been done away with. Light and power rates have been increased 10 per cent all around, because of the loss last year and of the certain loss this year, brought about by increased salaries and higher cost of all materials and fuel. The new rates came into effect on February 15. The salaries of all city employees have been raised by an addition of \$20 straight through, with the exception to department heads and stenographers who were dealt with separately. The Mayor's salary has been raised to \$4,000.

### RED DEER'S FINANCIAL STATEMENT

The Town of Red Deer, (man.) current tax collections during 1919 totalled \$60,396.32, showing a gain of nearly \$10,000 over those of the year 1918 which totalled \$50,655.10. Taxes in arrears collected during 1919 were as follows: 1918, \$8,439; 1917, \$4,356.89; 1916, \$1,246.12; and over \$8,000 during 1918, and the debenture debt by over \$8,000 during 1919, and the debenture debt by over \$56,000 since 1914. All debentures and treasury bills due and all public school demands have been paid.

### A MUNICIPAL BANK IN ENGLAND.

The Bradford city corporation, (Eng.) is considering a proposal to apply for a government banking charter, the chairman of the finance committee in support of the entrance of the city into the banking field, says:

"Banking is the simplest, safest, and most profitable industry in the United Kingdom at the present time. The possibilities of saving money to the ratepayers of Bradford by conducting the finances of the corporation through a corporation bank are very great. Some of our difficulties in obtaining capital and loans for public purposes would then disappear. I imagine, also, that if a government charter of banking were granted to us ordinary enterprise from outside would be attracted and would come and bank with us. We should become in time a recognized commercial bank. In round figures the Bradford corporation owes £8,000,000 of borrowed money. On this interest is paid up to the rate of 5 per cent. Some of the older loans are at a lower rate. The relationship between banking and borrowing is very close. We should have the best credit of any individual bank you could think of. Banking requires no capital.

The proper course is in my opinion for the government to be the national banker, with the municipalities conducting branches. At the present moment 80 per cent of the banking of this country is conducted by six banks. The banks which conduct the other 20 per cent of business are not numerous, and amalgamations are constantly going on. The number of banks existing today is startlingly small, when compared with the number that existed, say, twenty-five years ago. Banking is quickly becoming a great monopoly, and the power of the banks to keep up rates of interest and to hold national credit in pawn is a serious menace.

### A MUNICIPAL FOUNDRY.

A new phase of municipal ownership, apparently, is the decision of the city council of Johannesburg, South Africa, to establish a municipal foundry. The plant, to cost £1,000, with an allowance of £100 for contingencies, is expected to deal with all the castings for all the departments of the Council, which represent approximately 168 tons of cast-iron per year and 8 tons of brass and phosphor bronze per year. The gas, electricity, and tramways departments have an appreciable amount of scrap iron, as well as scrap copper, brass, phosphor bronze, etc., which has had to be disposed of by the controller of stores and buyer at the best prices offered. With the introduction of a departmental foundry the council expects to be able to use up its own scrap metal.

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VANCOUVER.**A WOMEN'S POLICE BUREAU.**

Washington, D.C., has a woman's police bureau. Describing the department in a recent talk before a group of women's organization in Boston where a similar bureau is being urged, Mrs. Mina C. Van Vinkle, Director of the bureau, said:

"There are women police in a number of cities, but they are detailed, as are the men police, to cover certain precincts. They are given cases at the discretion of the chief and are likely to be very much limited in their procedure with the offender, usually with mere prosecution as the end in view. We believe that we have proven that the bureau is the effective method. It is our conviction that properly-trained women are better qualified to handle the cases of girls and women than men can possibly be and we feel that we have wrought a greater service by having full rein in the conducting of the work. Prevention and protection are more primary than prosecution, and those who have done wrong should be intelligently aided toward a better life."



Thomas Adams,  
Town Planning Ad-  
visor, who is making  
an extensive trip on  
behalf of the Hous-  
ing Scheme of the  
Federal Government.

**MODERATION PLEASE!**

It is admitted that we have extremists in our midst, but it is not always admitted that there are two types of extremists. One class of extremists, that which leads the way and blazes the trail in all progressive movements, is a distinct asset to the country. It leads us forward, sometimes unwillingly. Its ideas are somewhat ahead of the times, but with the moderating influence which practical men exert the extremist is held in leash. The other class—that which would tear down the institutions of the country by force—is a danger, and, like all dangers, it should be combated.—Canadian Finance.

The Town of Little Falls, (Min.), U. S. is to have a municipal skating rink. A committee has been appointed to study location and costs.

The Eight Annual Convention of the League of Texas Municipalities will be held at Dallas, Texas, May 13, 14, and 15.

If the money which is pent in treatment were devoted to the preservation of Health, the number of hospitals could be reduced by one-half.

Canada wants healthy, vigorous men and women, so that the nation may hold its own in the league of nations. We must be a nation of stalwarts of A1 class.

It is the first duty of citizenship for every man and woman to do their utmost to improve the race and to endeavour to maintain the highest standards.

It should be the business of the state to look after the health of the mothers and the children and prevent, by all possible means, any deterioration or depreciation of this valuable national asset.



**HOUSING AND HEALTH.**

(Continued from page 87.)

anomaly, we condemn the wife and child to live their often too abbreviated lives in these hovels, while, by state enactment, the employer has to give the man all the privileges and advantages to be found in an up to date factory.

It is just here that we reach the crux of the whole matter. The place of employment, the factory, where work people dwell for eight or nine hours each working day, must be properly constructed so as to afford to the people employed therein sunlight, fresh air, warmth and sanitary conveniences. Then, in all justice, should we not require that the homes not only of the skilled mechanic, but of the masses of the people, who toil and labor day in, day out, just to eke a miserable existence shall afford all the amenities which the laws of our country require the employer of labor to give his factory hands.

If the homes or dwellings are unhealthy now, we should do just as we did with the unhealthy factory a few years ago, make the owners gradually improve them. This means that health authorities shall get busy and require owners of slums to improve them, at least get rid of the dirt, remove the rubbish, re-furbish the rooms, instal suitable conveniences and gradually abate the overcrowding. Thus, as time goes on, let us "close up" and prohibit the carrying on of the trade in letting of the unhealthy house, inhibit sub-letting and make the householder keep clean. A family may be poor, without being disgraced, but make the poor realize that dirt and filth are a disgrace as well as a detriment to health and a cause of disease.

Now a few words on the home itself. The home is not merely the roof or shelter under which a family eat or sleep. It is more. It should be the happy centre of life, where every member can read, work, play or rest in comfort.

The main requirements of a healthy home may be summarized as follows:

1. Every room in the house should be well-lighted and properly ventilated.

2. There should be sufficient sleeping accommodation for each member of the family without overcrowding, and with due regard to recency.

3. The living room may be the kitchen, and should be sufficiently large to allow children and adults to sit and read in comfort.

4. There should be a bath-room with hot and cold water, and a sink with hot and cold water inside the house; also facilities for washing and drying clothes.

5. It is also necessary for the healthy home to have a cool place for food storage and direct ventilation from the outside air.

6. There should be a water closet for the use of each family and a movable receptacle for house refuse.

In addition to this, every house should have at its door a satisfactory open space in which children can play without having to cross main roads.

To conclude. It was Khama who said: "England takes care of her things, but she throws away her people." "If it be true," says Sir George Newman, "it is a terrible indictment" and he adds: "In a certain sense it is true."

If it is true of England, it is equally true of Canada. No matter how much we improve environment, no matter how much the state and municipality improve conditions, it is still evident that most of our social problems remain and that men, women and children suffer needlessly. There remains the personal factor to be reckoned with. These are matters of individual concern, individual knowledge and training, the counsels of personal self-government which are of vital importance to the health of a community.

It is idle to expect municipal authorities and governmental departments to do everything and neglect the personal factor. The individual is the unit of the home, the home the unit of the State, the country depends on the homes of the people and the home life depends upon the well-being and health of the individual.

We often despair of educating the public and governments in questions of health. The former spend plenty of money in undermining their constitutions—but will spend little more than they have to in building them up until they get ill, when they will often swallow nostrums which the unscrupulous advertise.

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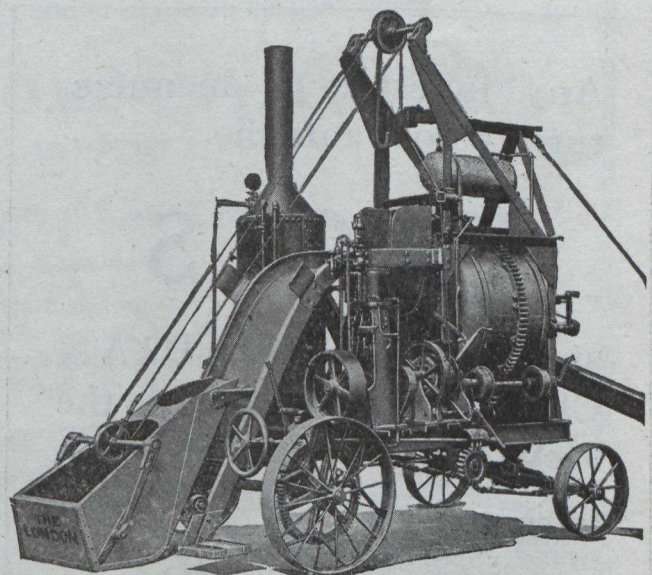
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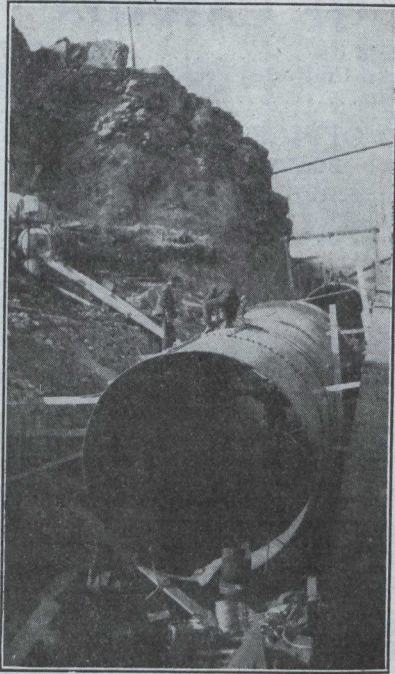
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