

# CANADIAN MUNICIPAL JOURNAL

AND REVIEW OF CIVIC IMPROVEMENT

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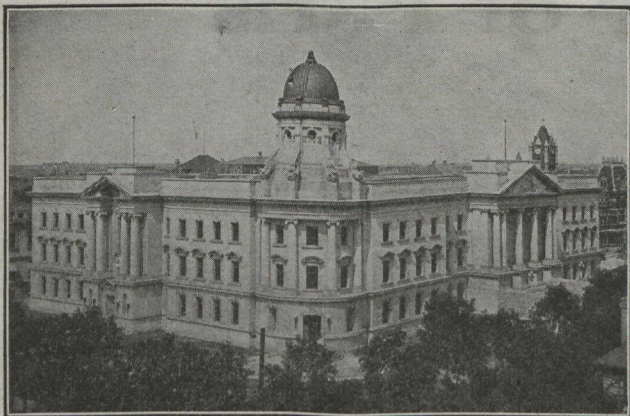
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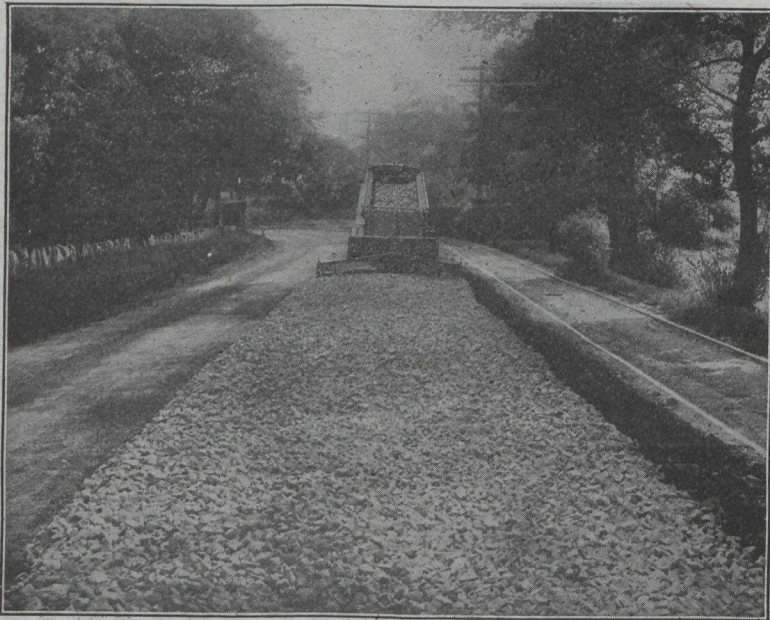
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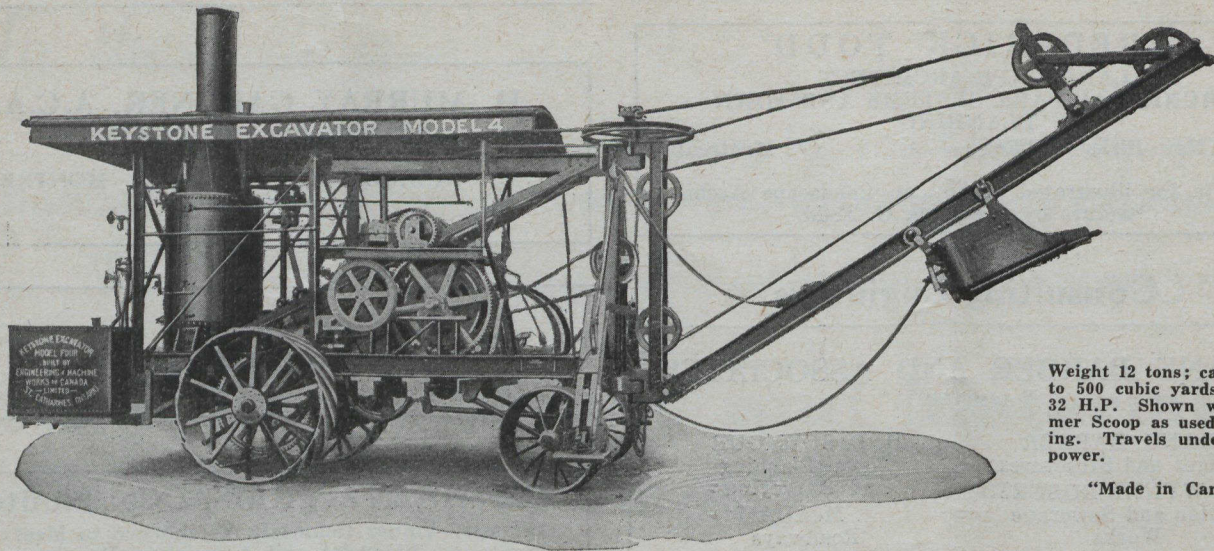
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In seven years, Keystone has most thoroughly demonstrated that they can be.

The FOUR weighs only 12 tons, which isn't much for a steam shovel. It has a long wheel-base (10 feet), large driving wheels with cleats and wide tires. It will travel over any truck-possible road and go 10 or 15 miles a day.

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It has a double 6" x 6" steam engine, developing 32 h. p.; and a ½ yard heavy skimmer-type bucket, which it drives into hard stuff as well as "whirlers" twice its weight would do.

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It is a road shovel.

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It will dig a trench or cellar any width or depth to 20 feet, and it stands always on the solid. No danger from cave-in. Moreover, it finishes always on top and does not have to be dragged laboriously out of the excavation when work is completed. The ditching buckets are made in sizes from 14 to 42 inches wide.

It handles a ½ yard clamshell, and the boom extensions and attachments are inexpensive.

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In some respects it occupies a field exclusively its own; for example—taking up 6 inches of hard macadam which could not be excavated economically with any other type of steam shovel. Small cellar-digging is another such item.

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## THE WESTERN MUNICIPAL UNION

It is very encouraging to see the attitude adopted at the inaugural Convention of the Western Municipal Union.

There were some who believed that the formation of a western union meant disruption and disunion between the West and the East, and grave doubts were expressed in certain quarters as to the impending division.

Instead of this, there was a most cordial feeling towards the Mother Union in the mind of the Baby Union, and thanks were freely extended to the Union of Canadian Municipalities for the good work done, and especially for the help extended in the struggle of the western municipalities to escape from the tyranny of the big corporations.

This is just as it should be.

While, as was pointed out in our last, there are many questions that are provincial, and need the attention of a local union, yet the main questions before every municipality in Canada are essentially the same. And when questions arise before the Federal House of Commons that touch on every municipality, it is necessary that a united front of every municipality, from Halifax to Victoria, be shown if success is to be expected.

Many of the most important problems in municipal life are common to all, and a united study by all is the best solution for all.

Every admirer of municipal progress will heartily endorse the attitude of the newly formed Western Municipal Union.

## QUEBEC PROVINCIAL UNION

The Executive of the Union of Municipalities of the Province of Quebec is organizing an excursion to Chicoutimi, which will leave Montreal on Sept. 4th, and will be back in Montreal on the 9th. The steamer "Cape Trinity" has been secured, and as the party will be a special one, there will be plenty of amusement on board. The trip will be a delightful one, as every one who has taken the "Saguenay Trip" knows well. Chicoutimi itself is an interesting place, and two days will be spent there.

## CHANGE OF MANAGEMENT

Commencing with the next issue, the CANADIAN MUNICIPAL JOURNAL will be edited and published by Mr. Harry Bragg, who founded it seventeen years ago, and who dropped out of the management to take charge of the Municipal Department in the Repatriation Committee at Ottawa.

Mr. Bragg's vast experience in municipal affairs and his personal contact with municipalities from coast to coast ensures the successful management of a much needed medium in Canada.

## PROFITS AVAILABLE

It is always interesting to record an instance of successful municipal ownership in view of the usual critical attitude towards it.

In 1906, the City of Westmount, Que. established an incinerating plant, to burn the garbage and also to produce electricity. A careful study had been made by Mr. F. L. Fellowes, C.E., then the City Engineer, now City Engineer of Vancouver, B.C., and Mr. R. A. Ross, C.E., then of the firm of Ross and Holgate, now head of R. A. Ross & Co. The construction was in charge of Messrs. Ross and Holgate, who stipulated that they should manage it for a year.

An illustrated article on the plant, written by Mr. Fellowes, was published in June, 1906, and attracted a good deal of attention all over the continent, as this was in some ways an experiment.

At the end of the year, some citizens—agents of a big electric company who did not want municipal competition—claimed it was not successful. To answer this, Messrs. Ross and Holgate offered to pay \$10,000 a year for 5 years if the city would let them run it. Naturally, this offer proved to the Council and citizens that the plant was a success, and the city took it over.

The City Council has now determined to build a new City Hall, and they have been able to pay \$25,000 towards the cost out of the "Profits of the Electric Light Department."

Evidently, municipal ownership is not always the failure its opponents claim that it is.

# Union of Canadian Municipalities

## Officers and Executive for the Year 1921-1922

*President*—Dr. C. W. H. Rondeau, Alderman, Westmount.

*1st Vice-President*—Edward Parnell, Mayor, Winnipeg.

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*Quebec*—J. P. Dixon\*, Alderman, Montreal; Jos. Samson, Mayor, Quebec; Alex. Thurber, Mayor Longueuil; J. A. A. Denault, Mayor, Sherbrooke; N. Garceau, Mayor, Drummondville.

*Saskatchewan*—Hugh Lindsay, Town Clerk, Melville; S. MacLeod, Mayor, Prince Albert; J. Grassick, Mayor, Regina; A. McG. Young, Mayor, Saskatoon.

*British Columbia*—C. F. McHardy, Mayor, Nelson; J. J. Johnston, Mayor, New Westminster; H. Brock Rochester, Mayor, Prince Rupert.

*Alberta*—F. W. Freeman, Commissioner, Lethbridge; D. M. Duggan, Mayor, Edmonton; S. H. Adams, K.C., Mayor, Calgary; Walter Huckvale, Mayor, Medicine Hat.

*Nova Scotia*—J. S. Parker, Mayor, Halifax; W. K. Murray, Mayor, Truro; Wm. Fitzgerald, Mayor, Sydney.

*Prince Edward Island*—D. J. Riley, Mayor, Charlottetown; J. A. Campbell, Mayor, Summerside; J. A. Macdonald, Mayor, Georgetown.

*Manitoba*—J. Truesdale, Mayor, Brandon; J. H. Metcalfe, Mayor, Portage la Prairie; H. M. Sutherland, Mayor, St. Boniface.

\* Deceased.

*New Brunswick*—L. Chapman, Mayor, Moncton; E. A. Schofield, Mayor, St. John; J. A. Reid, Mayor, Fredericton.

## Twenty-Second Annual Convention Programme

City Hall, Winnipeg, Man.

Tuesday, 8th August.

10 a.m. Meeting of Executive.

Introduction and Registration of Delegates.

11 a.m. Addresses of Welcome, His Honor Sir James Aikins, K.B., Lieutenant-Governor of Manitoba and His Worship Mayor Fowler of Winnipeg. Presidential Address, Ald. C. W. H. Rondeau, Westmount, Que.

Parliamentary Agent's Report.

F. Cook, ex-Mayor of Ottawa.

Report of Executive, A. D. Shibley, Secretary-Treasurer.

Notices of Resolutions.

Appointment of Committee on Resolutions.

2.30 p.m. Municipal Finance, W. Sanford Evans, Ex-Mayor, Winnipeg, Man.

Municipal Government in Soviet Russia, (A Canadian impression gathered from personal observation this year.) J. A. Beaudry, proprietor "Le Prix Courant", Montreal.

8.15 p.m. Water Powers of Western Canada.

Canada's New Highways. Motion pictures loaned by the Dominion Exhibits and Publicity Bureau.

Characteristics of the Winnipeg Hydro-Electric System, J. G. Glassco, M.Sc., E.E., M.E.I.C., M.I.E.E., General Manager, Winnipeg Hydro-Electric System.

Good Roads Across Canada, Hon. S. J. Latta, Minister of Education, Province of Saskatchewan.

Wednesday, 9th August

10 a.m. Incidental Business.

Open Discussion.

Inspection Tour of Winnipeg.

1 p.m. Luncheon at Assiniboine Park. Given by the Mayor and Council of the City of Winnipeg.

3 p.m. Greater Winnipeg Water District. W. M. Scott, B.A.Sc., M.E.I.C., Chairman of Commissioners, Greater Winnipeg Water District.

The Canadian Penitentiary System and how it may be assisted by the Municipalities, Brigadier General W. S. Hughes, Superintendent of Penitentiaries.

8 p.m. Public Health Activities, A. J. Douglas, M.D., C.M., F.R.San.I., Medical Health Officer, Winnipeg, Man.

Some Angles of the Immigration Question, R. J. C. Stead, Director of Publicity, Department of Immigration and Colonization.

Radio Demonstration followed by discussion of possible municipal uses, regulation, taxation, etc.

Thursday, 10th August.

10 a.m. Unfinished Business.

Report of Committee on Resolutions.

Election of Officers and Executive.

Group photograph.

**TAXING THE UNEARNED INCREMENT**

In an address at the annual meeting of the Town Planning Institute, Dr. Adam Shortt offered a suggestion as to financing Town Planning. After urging the idea that every large municipality should protect itself by annexing an adequate area for expansion outside its present limits, he advocated a direct tax on the transfer of property, claiming that by such a course, the land speculator would be made to pay his share of his profits to the municipality which made his vacant land valuable.

With regard to the first part of the Doctor's scheme, the City of Montreal would prove an argument in favor of extending the borders before the adjoining municipalities got deeply into debt, and had to be annexed in order to avoid a worse situation. When Montreal annexed the adjacent cities of St. Henri and Ste. Cunegonde, she shouldered a deficit of over \$50,000 annually, but it seemed better to do this, rather than let them go further on in offering freedom from taxation to any factory that would leave Montreal. When Maisonneuve was annexed, her income did not meet her annual interest charges, leaving nothing for ordinary expenditure.

So Dr. Shortt's argument is valid.

His other suggestion, namely, a tax on the transfer of real estate was tried in the Province of Quebec, when the late Hon. Honore Mercier was Premier; but it was abandoned later on. Dr. Shortt puts forward the idea of what is in other cases termed an "unearned increment tax". That is, a plan by which the proprietor of real estate should pay something to the coffers of the community which has put up the value of his land. And this idea seems to be gaining ground. For it does not seem fair that the man who hangs on to vacant land, allowing his neighbors to increase his values by expending money on building, should sit back and take enormous profits, without expending anything but the original price of the vacant land.

An executor of an estate in Montreal told us of a case in which land purchased by the owner at two and a half cents per square foot, was sold by the executors at ten dollars per foot and fifteen for the two corner lots. In this typical case, the owner simply sat back, and waited for others to put up the value of his land.

**"WHAT DOTHT IT PROFIT A NATION—  
(OR A CITY) ?"**

Here is a sonnet written by the late Professor John Stuart Blackie on Berlin, after a visit he paid to the German capital in 1853.

"Statues on statues piled, and in the hand  
Of each memorial man a soldier's sword!  
Fit emblem of a tame and subject land,  
Mustered and marked by a drill-sergeant lord.  
And these long lines of formal streets, that go  
In rank and file, by a great captain's skill  
Were marched into this cold and stately show,  
Where public order palsies private will.  
Order is strong; strong law the star commands;  
But birds by wings, and thought by freedom  
lives;  
The crystallised stone compact and four-square  
stands,  
But man by surging self-born impulse strives.  
Much have ye done, lords of exact Berlin,  
But one thing fails—the soul to your machine!"

**BOROUGHS OR WARDS**

A very interesting meeting was held in Montreal at the instance of the Charter Commission to discuss the vexed question, "Greater Montreal", and it was well debated from different points of view.

The City of Montreal has gradually annexed several of the adjoining municipalities, and the idea of the City including the whole Island of Montreal, which is approximately some 30 miles long by 8 miles wide, has been suggested. Meantime, the Metropolitan Commission has been created, which is formed of representatives of the cities and towns on the Island, and which has a certain amount of control over the borrowings.

But at a meeting called to discuss annexation, opposition was very evident, although all agreed that some form of co-operative or unified government was desirable.

Sir Hormisdas Laporte, ex-Mayor of Montreal, presided, and Mayor McLagan, Westmount; Mayor Beaubien, Outremont; Mayor Ranger, Lachine, and Mayor Prieur, Pointe aux Trembles, represented the other municipalities.

Apparently, there seemed to be a likelihood of the Borough System, by which the different parts would retain a large part of self-control, being acceptable.

**MUNICIPAL STATISTICS**

The Dominion Bureau of Statistics has already two reports on cities and on towns having populations of 3,000 to 10,000, and it has just issued a third report, this one on towns having populations of from 1,000 to 3,000. The report covers General Statistics, Waterworks and Fire Departments, Receipts and Expenditures, and Assets and Liabilities.

The following figures, taken from the report, are of interest in comparing the way in which the three classes manage their affairs:—

	TOWNS 1,000 to 3,000	TOWNS 3,000 to 10,000	CITIES
Taxable property ..	\$227,073,141	\$280,394,473	\$2,924,553,003
" per capita ...	\$541.69	\$507.17	\$981.75
Revenue, per capita	17.60	16.97	27.34
Assets, per capita.	89.98	106.31	151.72
Debt, per capita ..	79.69	100.82	202.44

**INCREASED USE OF CEMENT**

All reliable reports indicate that unprecedented construction activities are general throughout the continent. This is again confirmed by the May bulletin of the U. S. Geological Survey, covering cement production and shipments for that month.

The following figures from the report are presented here for convenient comparison :

	1922	1921
Production in barrels.		
Month of May .....	11,176,000	9,287,000
Five months to May 31...	35,763,000	33,172,000
Shipments in barrels.		
Month of May .....	12,749,000	9,488,000
Five months to May 31...	34,559,000	29,498,000
Stocks on hand (barrels).		
May 31 .....	12,897,000	12,450,000

The production of Portland cement during May, 1922, 11,176,000 barrels, is the largest amount ever produced in any single month. May shipments are also in excess of any preceding month; and for the five months ending May 31 they were greater than during any similar period in past years.

## Vacant Land vs. Improvements

A PROBLEM IN MUNICIPAL TAXATION.

By HARRY BRAGG, in "The Monetary Times"

The question of taxation is one of the most vital ones that engages the attention of those charged with the administration of municipal affairs whether in the large city or the small rural municipality. In fact, too often, this question is apparently deemed to be the only one worthy of the attention of the members of the Council.

It is, however, quite true that taxation forms the basis upon which the whole municipal machine turns, and it is therefore deserving of the closest study and attention.

### Collecting Taxes.

Unfortunately at the present time, a very undesirable attendant on the simple question is pressing upon the attention of a large number of municipal authorities all over the Dominion. And that is the problem of how to collect the taxes after they are properly levied, and have become due.

In ordinary times it was comparatively easy to collect taxes, even from those who were so unfortunate as to be in arrears. That is, it was easy to get the taxes out of the property by the simple process of selling it. In this way, the new purchaser paid up what was due to the municipality, and if any money remained after this had been paid, then and only then, the original owner got something for his property.

### Unsaleable Land.

But for a considerable time, in too many cases, the sale of the property, even if it could be sold, did not realize sufficient to pay the overdue taxes. And in quite a few places, no offer was received for the property when put up for sale, and the municipality's only recourse was to become the owner of what was evidently of very little value, although it bore the high-sounding name of "Real Estate".

This unfortunate state of affairs is largely due to the tremendous "boom" in land, generally vacant land, which caused all kinds of speculative purchases based upon a vain belief in the stories told by the glib-tongued real estate salesman. The inevitable slump has arrived, and the speculators who believed that a tremendous profit had been secured, find that they own land which cannot be sold, and is at present unsuitable as the site of houses — even if they had the cash to erect them, and which they cannot persuade any other people to buy from them. In fact, all that a great number of these lots represents is the taxes that fall due on them all too regularly.

### Land Accumulated.

So the municipal council levies taxes, sends the bills and waits the legal time before giving notice of the sale. Then comes the sale, and the entire absence of any demand. So the municipality has no other course than to take over the land, and hold it for the better times that may come sooner or later.

In this way, many municipalities have been loaded up with land which is at present of no actual value, that is, it cannot be turned over for money. And this is the cause of the unfortunate position of many places in Canada today.

By the way, it is rather interesting to notice that some of these unfortunate places are in those provinces which have the very valuable safeguard of a Municipal Department. But it is no reflection on these departments to know that they have been

deceived by the booming times that preceded the dull period.

### Ability to Pay.

In a very interesting address recently delivered, G. F. Blair, K.C., City Solicitor of Regina, Sask., discussed the question of "Tax Enforcement," and advanced some rather revolutionary ideas.

Beginning by laying down the axiomatic statement that "Successful tax enforcement presupposes a proper tax levy, one quality of which must necessarily be the ability to pay," he goes on to discuss how taxes can be collected.

He points out that it is impossible to enforce the collection of taxes against unproductive land, and considers how the owners can be made to pay the taxes by levying upon their other property, as well as upon the land itself.

He has to admit that the non-resident owner cannot be made to pay, except by selling his lands, and that his proposed relief would only apply to the resident proprietor.

His criticism is directed against the speculative taxpayer, who is content to pay taxes so long as he thinks that he can make a good profit by holding vacant land with a view of selling at a big profit. And his criticism is very just. He is correct in saying that the laws have been framed to the advantage of this class, while the land purchaser who has bought in order to erect a home is much worse off.

### Improvements' Tax

But Mr. Blair's deductions are towards making the condition of the desirable citizens much worse. He suggests that "a greater burden of taxation must be laid on buildings and improvements, business, income, etc., in proportion to that on vacant lands than we have done in the past."

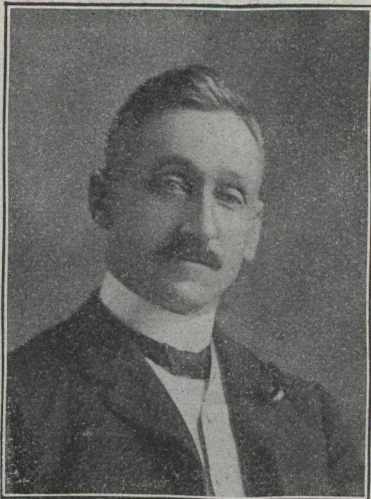
That is to say, the municipality must protect the speculative owner by taxing his vacant land at a low rate, while levying an even higher rate than the existing one on the good citizens who build houses, carry on business, and earn an income in the community. Surely this contradicts his previous statement that existing legislation has been too much in favor of the speculative owner!

The best citizen in every community is the man who owns his own home. And the next best is the one who provides a home for another citizen. The speculative vacant lot owner is of very little value to any community, even if he is not a menace. And it is the best—not the worst—citizens who should be protected by legislation.

### Home Owner's Position.

Instances are not lacking in which the speculative proprietors have voted to install, or keep in office, members of councils who have been spending money lavishly. These speculators, or land sharks, did not care to what height the tax rate soared, so long as the place boomed, and they could unload their lots. And the men who bought land, and built homes, have had to pay exorbitant taxes, so that the land sharks might have improved property to unload on unsuspecting purchasers.

In view of the wonderful love for the "Single Tax" which is levied on the land alone and not on improvements, which is so very evident in the Cana-



HON. J. A. ROBB, M.P.

Among the municipal men who have taken their valuable experience into the Federal Parliament, and even still higher, into the Government itself, is the Hon. James Alexander Robb, now Minister of Trade and Commerce.

That Mr. Robb has the esteem and confidence of his fellow citizens is seen in the fact that he represents the place where he was born and brought up; where he has resided all his life and carried on his business. And the latter fact proves his fitness for the position of Business Minister, for Mr. Robb is not a lawyer, taking up a new line of activity, but a merchant miller now looking after the interest of Trade and Commerce.

Mr. Robb's history is briefly as follows: He is the son of Alexander Robb and Jenny Smith, both being Scotch; born August 10th, 1859, on the banks of the Trent River at Huntingdon, Que.; educated at the District School and Huntingdon Academy; married September 11th, 1889 to Mary Alma Wattie, who died November 6th, 1902. On August 17th, he married Mrs. Mary Elizabeth Wattie, formerly of Maple Bay, B.C. He has one child, Mrs. Hugh H. Donald, residing in Toronto.

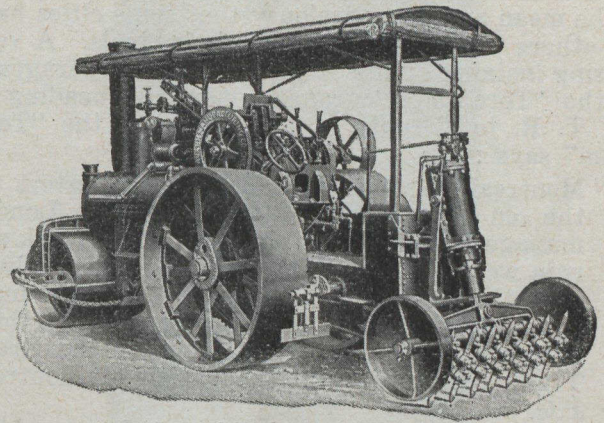
Mr. Robb entered public life in 1902, when he was elected an alderman in Valleyfield, and from 1906 to 1910, he was mayor. He was returned to the House of Commons in 1908, 1911, 1917 and 1921, being elected Chief Opposition Whip at the opening of Parliament, 1917. When the Hon. Mackenzie King was called on to form the Government, he wisely chose a business man, with municipal experience, as Minister of Trade and Commerce, and those who know Mr. Robb and have followed his history, are certain that the choice was a wise one.

VACANT LAND VS. IMPROVEMENTS

(Concluded)

dian West, it is the more remarkable to find a civic official advocating the imposition of heavier taxes upon the owners of improved property thus allowing the owners of vacant land to escape very lightly.

But apart from the question of the Single Tax—which is a debatable one—it would be a most unfortunate move to increase the rate on dwellings and business property in order to permit of lower rates for the speculator.



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Austin Motor Road Rollers are simple, durable and economical.

The Austin Single Cylinder Motor Roller has proved so dependable for all purposes that it has out-distanced all competitors. The large and powerful Austin motor, tested to a minimum of 46 brake horse-power, gives the Austin owner ample power.

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### CIVIC JEALOUSY

One of the drawbacks to civic progress in Canada is the mean and petty jealousy that some cities have for others whom they consider their rivals. A very glaring instance of this is seen in a recent paragraph in the "Toronto Telegram", under the heading of "G. T. R. to Toronto". The editor of the "Telegram" says:—

"Montreal was chosen as the headquarters of the old Grand Trunk Railway by the London managers of Canada's pioneer road. Wreck and ruin were brought to the Grand Trunk Railway with the help of blunders by the London managers of the system. One of the worst of these blunders was the establishment of the Grand Trunk head offices in the parish of Montreal, P.Q."

Of course, the writer of this article may have meant it as a jest, but the satire—as well as the mis-statement of fact—is likely to produce ill feeling between what should be sister cities. And it shows the smallmindedness of one man, who wrote such a nasty item.

The insinuation that the headquarters were merely in a "parish", and thus the reader would suppose, out in the country, is a very low piece of writing. And the deduction that this was the cause of the failure of the Grand Trunk, is equally misleading and untrue.

The reason for placing the headquarters of the new railway at Montreal was that that city was then, and is still, at the head of ocean navigation, and therefore it was the logical point, where rail and steamer meet.

Apart from political reasons, every through line of railway would naturally follow the bent of commerce, and have its terminals where the ocean vessels would meet it. No other place is reasonable at all, even if great advantages are offered in other ways.

The causes that led to the failure of the Grand Trunk are many and various. But to suggest that the one and only cause was that its headquarters were at Montreal, is a piece of arrant stupidity or knavery.

### OTTAWA'S PLAYGROUNDS

The report of the "Winter Activities" of the Playgrounds of the City of Ottawa, issued by the Superintendent, Mr. Ernest F. Morgan, has some interesting suggestive items.

There were 11 skating rinks and 7 toboggan slides, which were in active use for 50 days, no stormy days and only 4 mild days preventing their use.

Ten carnivals were held, and in the latter part of the season music, provided by means of magnavoxes, increased the attendance. The conduct of the patrons was admirable, only two having to be expelled.

The total attendance was 233,886, and as the total expense, including new equipment and maintenance, was \$10,555.30, the cost per capita was about 4½ cents.

Evidently it was a very economical investment for the City of Ottawa, not only to provide healthy exercise for all, but to keep out of mischief many who would have made trouble, but for the occupation afforded them.

### TEACHING CIVICS

The schools all over the Dominion have been closed for the holidays, and the pupils have dispersed, some to return when schools re-open, some to enter the universities, or business life.

They have been learning a great variety of lessons, some of which will be of actual value, and some of which are only useful for exercising the mind.

But it seems sad to think that none of the budding citizens have learned anything at all about the way to govern their own country.

Among the pupils are the future Mayors, Aldermen and Councillors of the various municipalities of Canada. But they leave school with no idea of what that most important part of any nation's life is—that is the government which affects the citizens most directly and intimately, the municipal government.

We boast of being a free country, in which the citizens govern themselves, and the boast is well founded. But would it not be wise to train our rising generation as to how they are governed, and how the government should be carried on?

In too many cases, the child is taught to fear the policeman, who is held up as a bogey, instead of being represented as the friend of every good child, and only the terror of the bad one.

Then, too, in the English schools particularly, the pupils are not trained to act as they may have to do, by being taught to speak in public. Our French-Canadian fellow citizens are not only natural speakers, but improve their natural talent by proper training in schools. How many of our English citizens can address a public meeting acceptably? And yet the children growing up are those who have to supply public men as their parents drop away.

Surely public education could be made more practical from the municipal point of view.

### INTERNATIONAL ROADS CONGRESS TO MEET

A certain indication that after eight years of war and upheaval the world is beginning to return to a normal state is contained in the announcement that the International Road Congress, which ceased operations in 1914 because of the European conflict, is to resume its deliberations early next May at Seville, Spain. The program for what promises to be the greatest and most important conference on highway improvement ever held has just been received from the office of the general secretary in Paris.

Thousands of delegates representing national and state governments and good roads associations will participate in the Congress and exchange views and experiences for mutual benefit. English, French and Spanish, have been adopted as the official languages.

Canadian delegates will go to the meeting determined to bring the next Congress to Canada. The first Congress was held at Paris in 1908, the second at Brussels in 1910, and the third at London in 1913.

**"ALL BABIES WELCOME"**

By Harry Bragg

Not far from the centre of the City of Montreal, close to the Tunnel Station, stands a fine old mansion in spacious grounds, in which tall forest trees throw a grateful shade.

To the passer-by it has a restful look, as if it had been a "Home," not merely a "House."

It was formerly the residence of the late George Washington Stephens, who was an alderman of the city and whose proud nick-name was the "Watch-Dog."

And here was brought up the son, with the same name, and with the same idealistic and public-spirited feelings as his father.

But the grounds to-day are no longer empty and quiet, for the Estate G. W. Stephens has turned them over to the Baby Welfare Committee, and mothers and babies and small children enjoy the shade of the great trees, and breathe in health and happiness.

Over the great iron entrance gates is the motto used above—"All babies welcome," and it seems to preach a sermon in these busy days when in too many cases babies are unwelcome.

The City Fathers in too many places think far too little of the babies and what they need if they are to grow up into good, healthy citizens. Parks and playgrounds are being more generously provided for the larger children. Even swimming pools are gradually coming into vogue. But for the babies—! Well, they may stay in the fœtid, crowded tenements, for there is no room for them in the stylish apartment house, nor is there any place where the mothers can swing them to sleep in their cots under the healthy shadow of trees.

"No Babies Wanted" is a motto that is not confined to the stylish apartment. Too many municipalities act on it, though they would be horrified if accused of doing so.

And yet—every citizen has been a baby. And every baby will become a citizen—if he battles successfully with the conditions of his environment. Whether he grows up to be healthy and law-abiding, or diseased and criminal, depends largely on the conditions in which he passes infancy and childhood.

Drag him up in a slum, and the city will have to provide hospitals, police and prisons. And the disease and crime bred in the slums do not stay there, but spread into the most stylish and luxurious parts.

"All Babies are Welcome" should be a working motto for every municipal man.

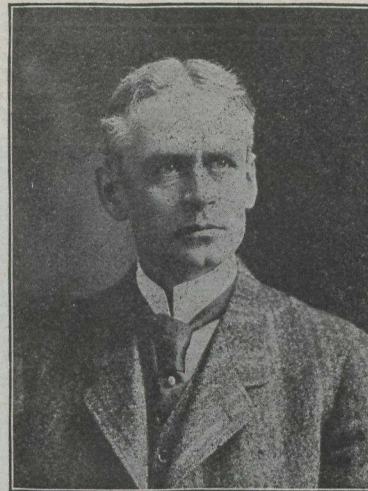
**A ZONING PRIMER**

The Department of Commerce of the United States, through its Division of Building Housing has issued a "Zoning Primer", compiled by the special Advisory Committee on Zoning.

This Committee consists of Messrs. Edward M. Bassel, Irving B. Hielt, John Ihlder, Morris Knowles, Nelson Lewis, J. Horace McFarland, Frederick Law Olmsted and Lawrence Veiller, so it is certain that any suggestions they make are practical.

The Primer takes up Zoning from every point of view—as to its necessity; its protection of property and health; and its reduction of the cost of living.

Copies can be obtained from the Division of Building and Housing, Department of Commerce, Washington, D.C.

**EX-PRESIDENT W. SANFORD EVANS**

It is very pleasant to note that one of the former Presidents of the Union is taking an active part in the Convention this year.

Mr. W. Sanford Evans served, and served well, as President of the Union of Canadian Municipalities; and as Mayor of the City of Winnipeg, he left a record of good management.

During the war, Mr. Evans gave himself up to national work, and again left a record of good work at Ottawa.

The subject on which he speaks at the Convention, "Municipal Finance," is one in which he is peculiarly interested, and of which he can speak as an expert student.

His address will be worth reading by those who have not had the opportunity of hearing it.

**COMPULSORY VS. VOLUNTARY VOTING**

The Editor:

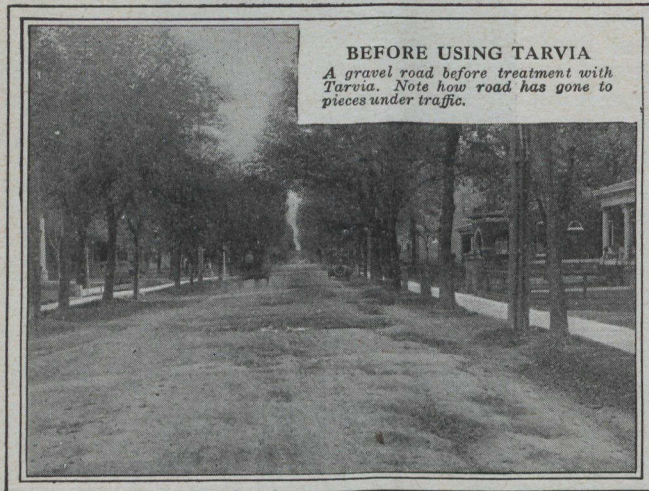
"I have always wondered why men in authority wish to start by compelling something; it is always so much easier and more satisfactory to induce something, if possible. I find that this principle works with my children; and I have long since learned to appreciate the truth of the statement that old people are but children grown up.

"Instead of punishing the non-voter by fining him or otherwise, why not reward the voter by paying him or otherwise. In the end, the result would be the same. The non-voter would be out just so much, but the penalty would be self-inflicted in this case. If all those who vote are paid, it is with the tax money raised from all who could vote; and therefore, all the voters have to pay in taxes less than they receive for voting by the amounts withheld from the non-voters.

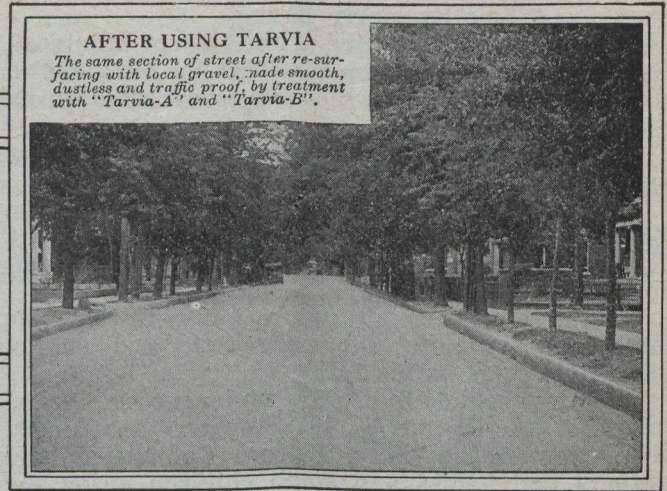
"And besides, voting is a rendering of service to the State, and services should be paid for by the State; something for nothing is not a good principle at any time or anywhere. The fact that many men may deposit blank ballots does not deter me from advocating payment to all who vote; for a blank ballot is sometimes a very forceful criticism of the Government. To-day, the refusal to vote is such a criticism, but one not so easily interpreted as would be the casting of a large number of blank ballots."

Yours very truly,

**CHARLES A. MULLEN.**



**BEFORE USING TARVIA**  
A gravel road before treatment with Tarvia. Note how road has gone to pieces under traffic.



**AFTER USING TARVIA**  
The same section of street after re-surfacing with local gravel, made smooth, dustless and traffic proof, by treatment with "Tarvia-A" and "Tarvia-B".

## "There are no arguments against saving what you've got"—

THE war taught us many things, not the least of which was thrift—pertinently termed "saving what you've got." Thrift showed us that last year's shoes could be resoled and that the old suit—with a little mending and pressing—had another year's wear in it.

It showed many cities and towns that the policy of "saving what you've got" could be applied to their road problems. They reasoned this way:

"High costs may offer good arguments for delaying new road construction at this time, but *there are no arguments against saving what you've got.* To neglect the roads already built is waste, and *waste is a crime.*"

If your macadam roads are good, keep them good; if they're in bad shape, *repair them!*

That may mean Tarvia patching and surface treating; the widening of narrow roads by adding Tarvia macadam shoulders, or it may mean utilizing the old macadam as the foundation for a Tarvia top.

Road improvements like these are not makeshift methods. They are the logical solution of the good roads problem in hundreds of communities to-day.

Best of all, the cost is low, the maintenance cheap and the satisfaction a blessing to the entire community.

Tarvia roads are mudless, dustless, waterproof and frost-proof. The smooth-running durable surface resists the hardest traffic.

Our engineers will gladly consult with you, without obligation, in solving your road problems with Tarvia.

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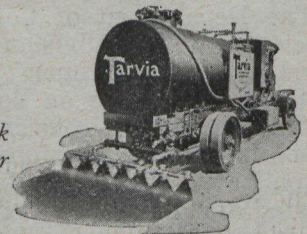
This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by any one interested. If you will write to the nearest office regarding road problems and conditions in your vicinity, the matter will be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

*Illustrated booklets of the various Tarvia treatments free on request. Address the nearest office.*

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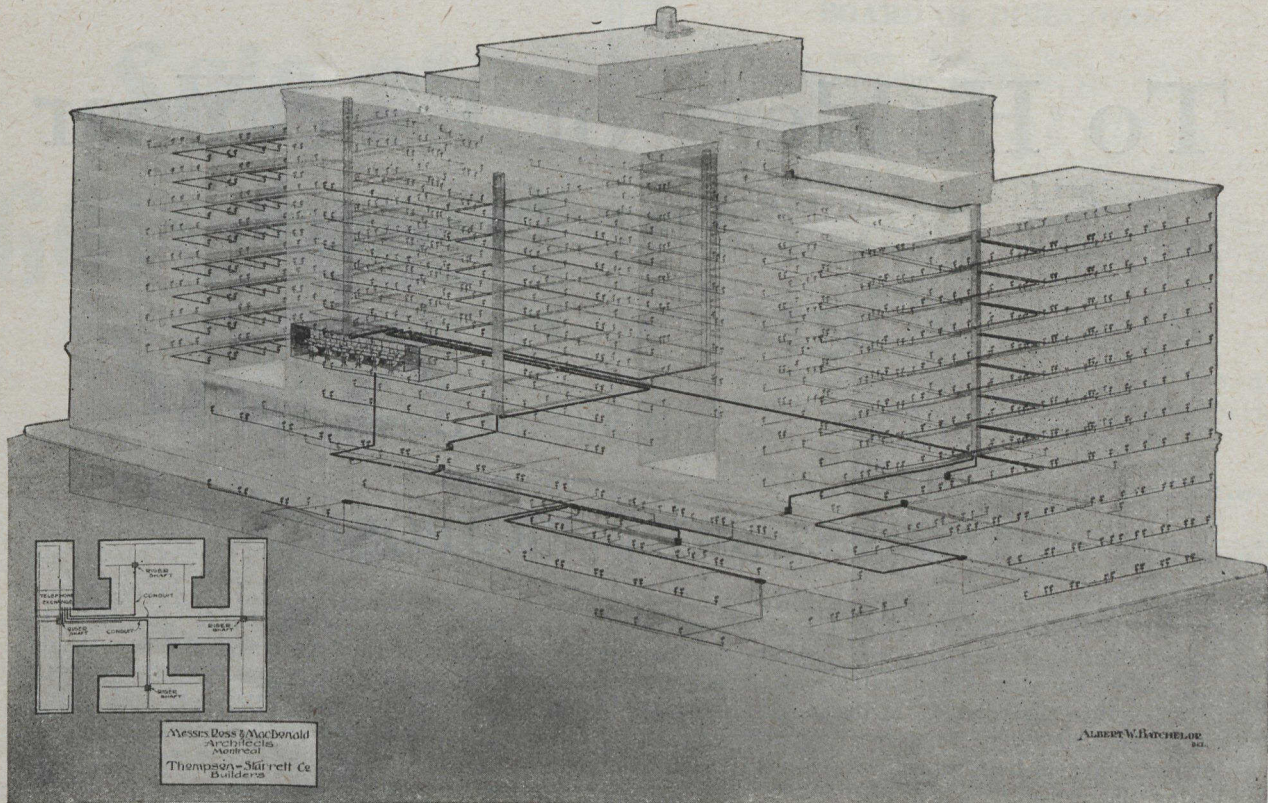
MONTREAL TORONTO  
ST. JOHN, N. B.



## A Big Telephone Problem

The modern mammoth hotel would be impracticable without adequate telephone service. Quick communication between all departments of the hotel itself, and easy access from all its many rooms and bureaus to the outside world, both by local and long distance lines, are indispensable.

cealed; no mouldings were provided in halls or bedrooms, and the use of baseboards was prohibited; floor box connections in bedrooms were not permitted, nor were any wall telephones to be used; shafts for riser cables were not possible owing to lack of space.



Telephone Wiring in the Mount Royal Hotel, Montreal

In installing the equipment required for the new Mount Royal Hotel in Montreal, the Bell Telephone Company was required to meet architectural specifications of peculiar difficulty. All wires, with the exception of the silk cord from the telephone box to the portable desk set, had to be completely con-

More than 1,400 telephones had to be provided for, and the above ingenious perspective of the telephone distribution gives only a faint idea of the intricacy of the task of providing telephone facilities. Over 230 miles of copper telephone wire will be absolutely concealed.

### THE PARABLE OF COMPARATIVE SIZES

I sat with men in the place where men gather in a Pullman car, and they spake every man of the size of his city, and of the rapidity of its growth. And I reprov'd them not, for I like not to be always preaching, but I was thinking.

And one of them spake unto me, and said, "What is the size of the city wherein thou dwellest?"

And I said, "It is larger than Athens was in the day of its power; and I would it were doing as much for the world as Athens did; and it is several times as large as Bethlehem, and larger than Nazareth can ever hope to be."

And they were silent. And I said, "In this country of ours, cities have grown, and other material things have grown, and all so rapidly that we shall do well to consider, lest we think too much of huge-

ness and not enough of those qualities which make a city or a country really worth while. For the real question is not how many noses of fools the census-man may count, but how fine is the public spirit and how safe and prosperous and intelligent and righteous be the folks."

And I said, "A thing is not necessarily great because it is big, nor big because it is near."

And I considered Keturah, how the top of her head cometh only to the shoulder of her husband, and all her sons tower above her, and say, "Little Mother, haste thee and grow; for thou art the littlest one in the family." And how even her daughter is more tall than her mother.

But I could not love Keturah more if she weighed three hundred pounds.

—From "Parables of Saged, the Sage".



# To Holders of Five Year 5½ per cent Canada's Victory Bonds

Issued in 1917 and Maturing 1st December, 1922

## CONVERSION PROPOSALS

**T**HE MINISTER OF FINANCE offers to holders of these bonds who desire to continue their investment in Dominion of Canada securities the privilege of exchanging the maturing bonds for new bonds bearing 5½ per cent interest, payable half yearly, of either of the following classes:—

- (a) Five year bonds, dated 1st November, 1922, to mature 1st November, 1927.
- (b) Ten year bonds, dated 1st November, 1922, to mature 1st November, 1932.

While the maturing bonds will carry interest to 1st December, 1922, the new bonds will commence to earn interest from 1st November, 1922, **GIVING A BONUS OF A FULL MONTH'S INTEREST TO THOSE AVAILING THEMSELVES OF THE CONVERSION PRIVILEGE.**

This offer is made to holders of the maturing bonds and is not open to other investors. The bonds to be issued under this proposal will be substantially of the same character as those which are maturing, except that the exemption from taxation does not apply to the new issue.

Holders of the maturing bonds who wish to avail themselves of this conversion privilege should take their bonds **AS EARLY AS POSSIBLE, BUT NOT LATER THAN SEPTEMBER 30th**, to a Branch of any Chartered Bank in Canada and receive in exchange an official receipt for the bonds surrendered, containing an undertaking to deliver the corresponding bonds of the new issue.

Holders of maturing fully registered bonds, interest payable by cheque from Ottawa, will receive their December 1 interest cheque as usual. Holders of coupon bonds will detach and retain the last unmatured coupon before surrendering the bond itself for conversion purposes.

The surrendered bonds will be forwarded by banks to the Minister of Finance at Ottawa, where they will be exchanged for bonds of the new issue, in fully registered, or coupon registered or coupon bearer form carrying interest payable 1st May and 1st November of each year of the duration of the loan, the first interest payment accruing and payable 1st May, 1923. Bonds of the new issue will be sent to the banks for delivery immediately after the receipt of the surrendered bonds.

The bonds of the maturing issue which are not converted under this proposal will be paid off in cash on the 1st December, 1922.

W. S. FIELDING,

Minister of Finance.

Dated at Ottawa, 8th August, 1922.



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**The Purchasing Commission of Canada**  
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**THE ROYAL BANK  
OF CANADA**

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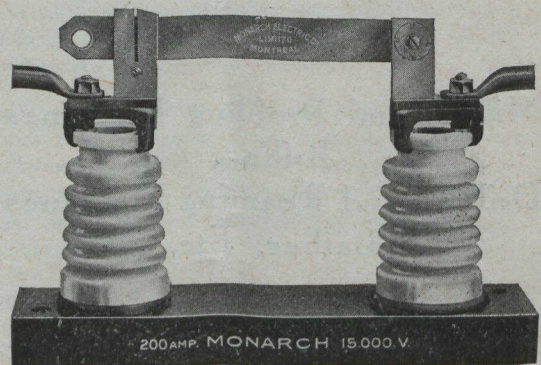
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have generously designed current carrying parts and carefully fitted contacts.

All insulators used give a wide margin of safety to the electrical system as well as the user.

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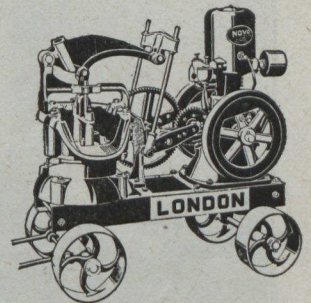
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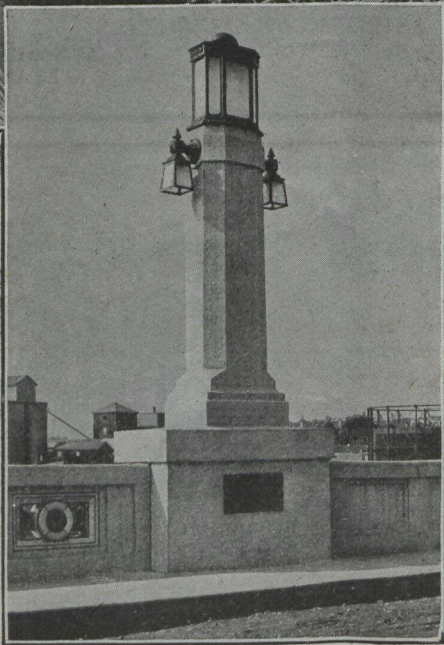
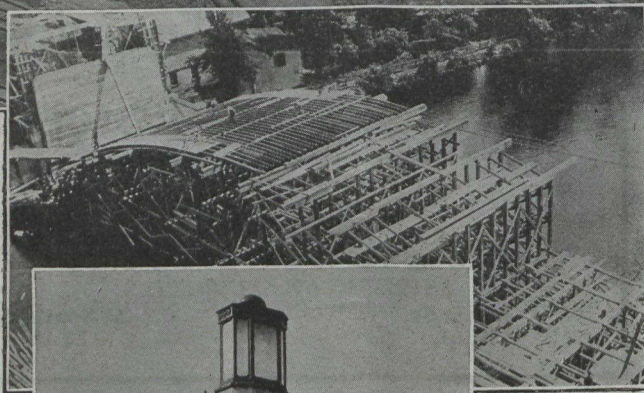
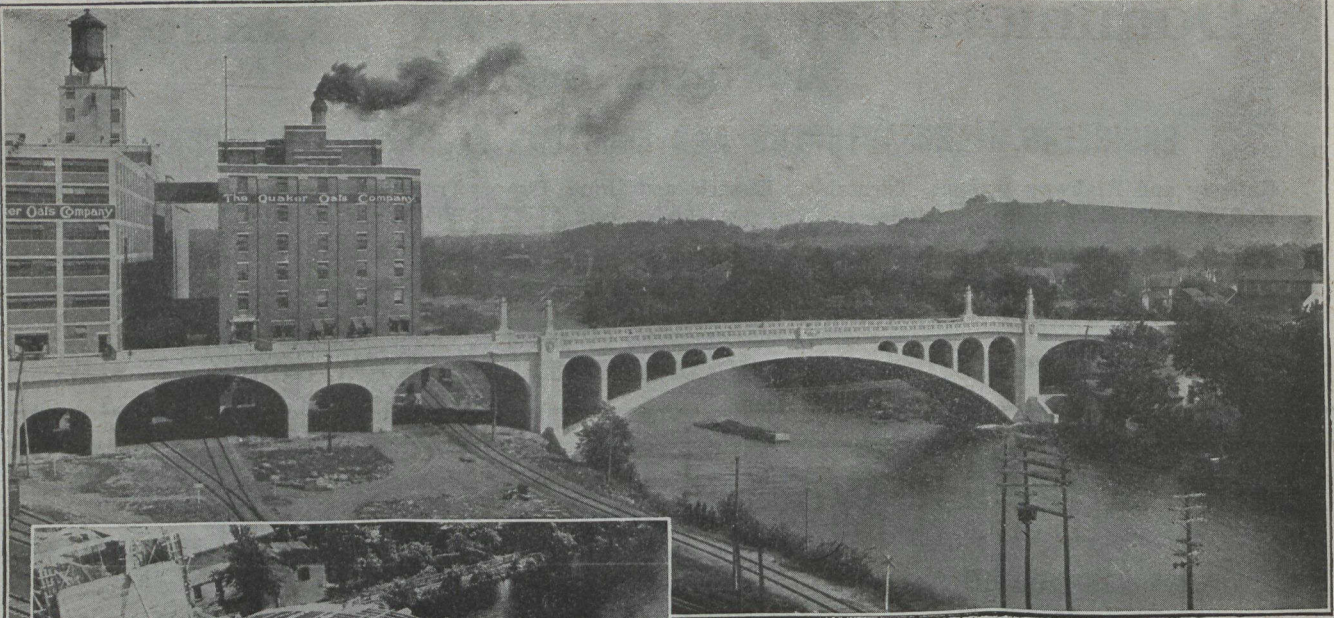
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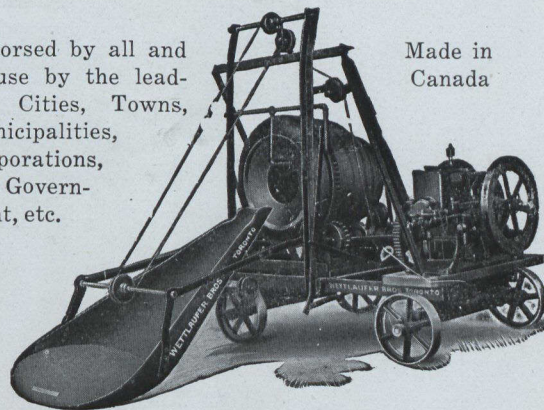
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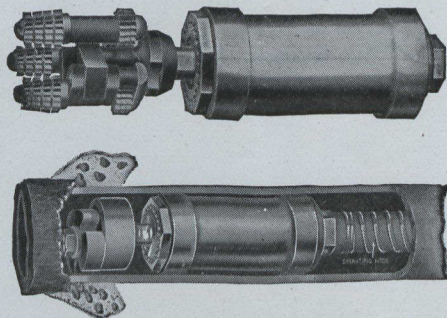
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