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# THE CANADIAN MUNICIPAL JOURNAL

*A Review of Canadian Citizenship*

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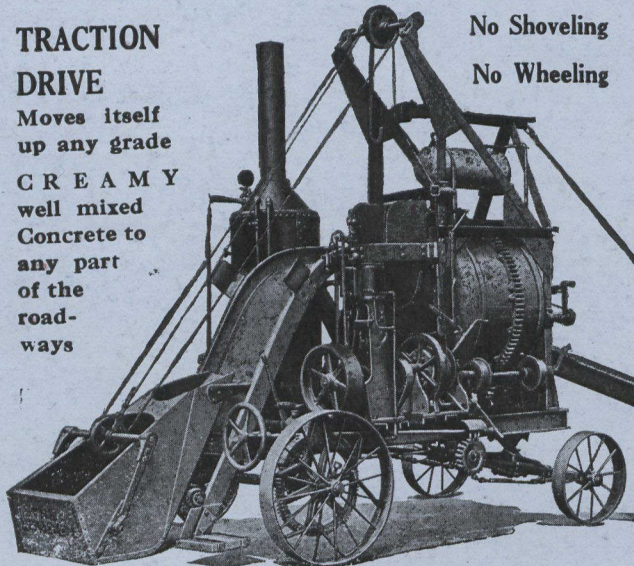
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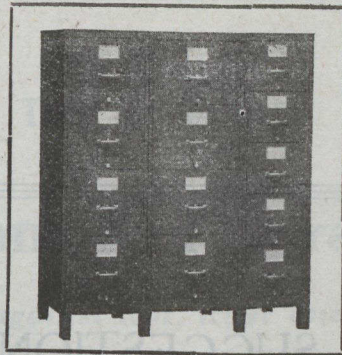
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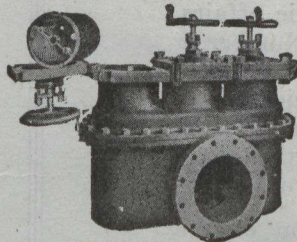
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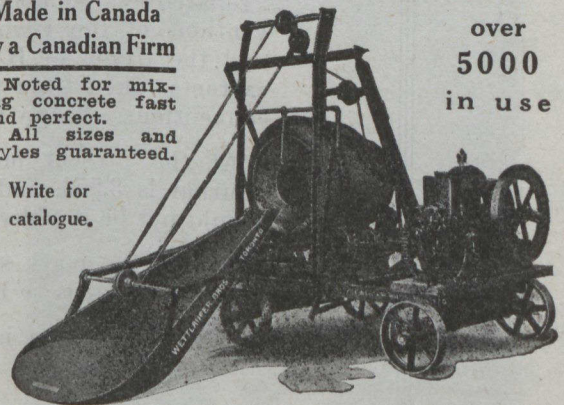
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## A SUGGESTION

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 every council pass a resolution subscribing for its members to the Journal so that it may be mailed to the private address of each councillor, alderman and official.

The **CANADIAN MUNICIPAL JOURNAL** is already subscribed for by the Union of Canadian Municipalities to be mailed to the Mayor, Clerk and Engineer of each urban municipality and many of the larger centres subscribe directly for the members of the council and the officials; but 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 dollars worth of civic activity published on this Continent."

During the year 1917 the Journal contained 317 special articles by the best writers on civic affairs, and in addition published a Good's Road Number, a Preparedness Number, and full reports of the Conventions of the Union of Canadian Municipalities and the Union of B. C. Municipalities, as well as extracts taken from the proceedings of other civic conventions. Surely a record to be proud of.

At the present moment the circulation of the Journal is 3,556, and there is no reason why this should not be doubled by the end of 1918.

This is the mark set by the management and it asks the councils to help.

The subscription is only \$1.



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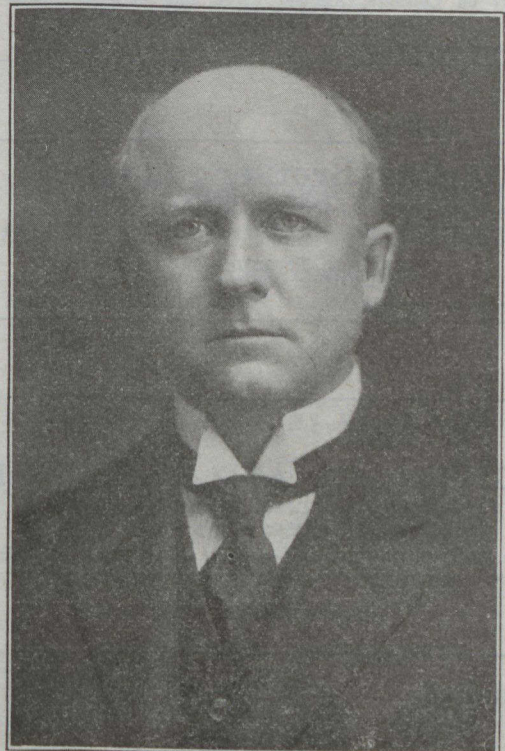
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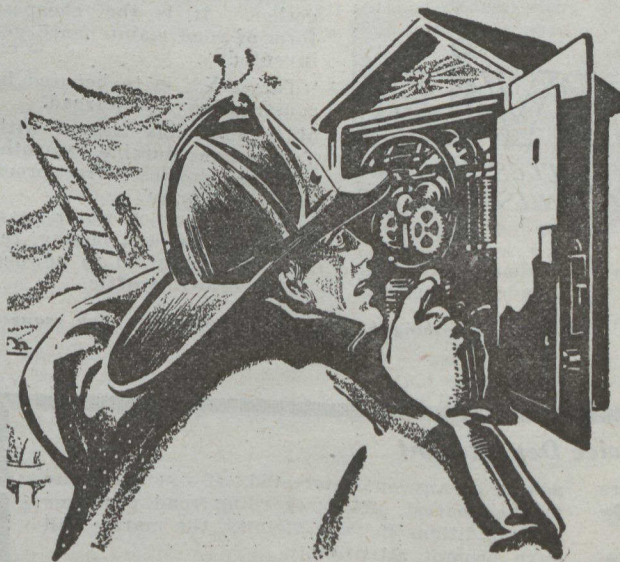
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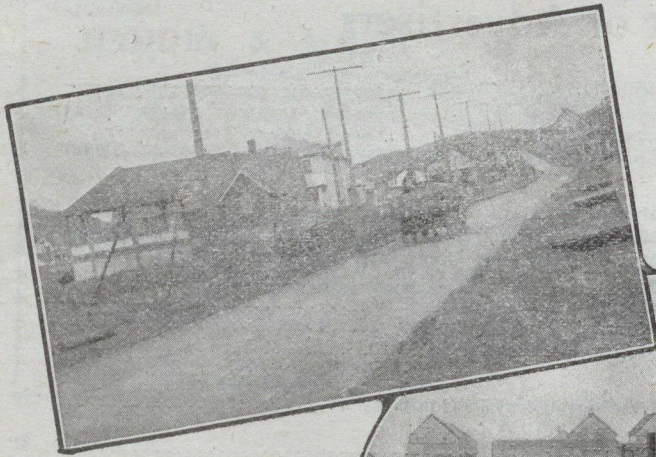
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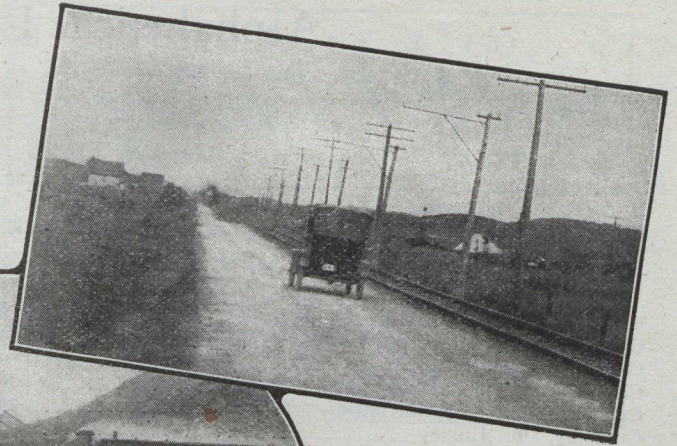
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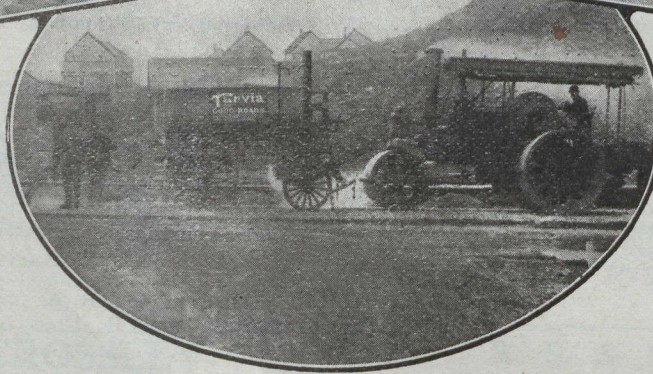




One of the many streets in Coppercliff, Ontario, treated with "Tarvia-B," 1917.



Sudbury-Coppercliff Road, Ontario, three and a half miles long. Resurfaced in 1916 with three-inch "Tarvia-X" top, three-coat method



Made in Canada

Applying "Tarvia-X", Sudbury-Coppercliff Road Ontario, 1917.

## Frost-proof Roads in the "Frozen North"

Winter temperatures in the Algoma District in Northern Ontario are so severe that few road-making materials can withstand them.

Tarvia does!

Under the several tests, Tarvia has proved itself frost-proof, mud-proof and traffic-proof, regardless of long-continued zero weather or other equally rigorous climatic conditions.

The Sudbury-Coppercliff Road pictured above is three and a half miles long. It carries a very heavy wagon-traffic. It has a three-inch Tarvia surface, making it impervious to the wear of traffic, the effects of the severe northern winter, and to the equally trying spring thaw when ordinary roads soon become impossible.

Tarvia is a coal tar preparation shipped in barrels or in tank-cars.

It is made in several grades for varying road conditions.

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Macadam roads treated with Tarvia are durable, smooth, mudless, dustless, frost-proof and water-proof.

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## Control of Venereal Diseases

Dr. G. C. Nasmith (Dept. of Health, Toronto):

The paramount problem and the one which will directly concern us is that which has been reported on to the British Parliament by a Royal Commission—venereal diseases. Sir William Osler has said that venereal disease is one of the four great killing diseases, and the one which causes more misery in the world than all others put together. The problem of how to handle venereal diseases heretofore has been very difficult and almost impossible to attack. They have been the so-called social, or secret, diseases, and it has been felt there was little use discussing them because nothing could be done. But during the last few years, however, we have obtained results which indicate that these problems are not so difficult as they formerly were. This has been brought about by the discovery of a specific cure for one of them, cyphilis, which can be practically cured in something over 90 per cent of cases. Now we see some hope, as outlined by the Royal Commission, and certain suggestions in its report are already being partially adopted in Canada.

### Protection of Innocent Victims.

There has been a great agitation for compulsory notification of these diseases, but the Royal Commission reported against it, because, as they said, the physicians would not report them. Men would not go to physicians because the doctors would have to report them, and they would be driven more and more to take advice from charlatans and quacks and unauthorized practitioners. So, rather than make the conditions worse, they have refused to endorse this compulsory notification. The hope lies in the fact that they have provided the machinery to compel municipalities

to establish, throughout the country, in certain centres, clinics for venereal diseases. People may go to these clinics, have their cases diagnosed quietly, and be treated free from all expense. The Commission feel that this secrecy is justifiable, because a great deal of venereal disease has been innocently contracted and they refuse to take the responsibility of putting into the same category those who have innocently contracted this disease and those who have not. They say that gradually, when men and women know they can be cured, they will go to these clinics and take the cure.

### Free Laboratory Diagnosis.

Canada has practically no Dominion public health committee. We have certain advisory bodies, but we have no machinery for taking up and forcing municipalities to do what they do not want to do; that is left largely to the province. Ontario proposes to add to its laboratory work the free diagnosis of venereal diseases. In Toronto, we expect to make the diagnosis for any physician, for we consider that this is the basis on which the problem is to be solved. We, in Toronto, feel that if notification were compulsory we could perhaps in this way make some advance. There are venereal disease clinics now at the Toronto General Hospital. The difficulty is that men or women are partially treated; they think they are cured and refuse to come back, when they are probably only half cured. Under compulsory notification, if a man refused to come back before he was cured and was considered to be a menace to the community, we could compel him to do so under the Public Health Act. This problem is, in my opinion, one of the greatest in Canada.—From a paper delivered before the Civic Improvement League of Canada.

## The Teaching of Citizenship

The following petition drawn up by ex-scholars of an elementary school in Montreal is a strong indication that the rising generation in Canada are really desirous to get down to the fundamentals of citizenship. The petition shows too that in the teaching of children, citizenship, as yet, has found no place. The Montreal curriculum is on a par with the rest of Canada—everything taught in the schools with the exception of teaching the scholars how to become useful citizens.

We, the members of the Dufferin School Graduates Society, duly assembled, this 6th day of November, 1917, at our regular monthly meeting, in our School Building, 162 St. Urbain Street, having taken cognisance of the suggestions offered by the Montreal Trades and Labor Council, the Board of Trade, the Canadian Club, the Montreal Citizens' Association, and the Chambre de Commerce, looking to the reformation of civic management in our own City of Montreal, wish respectfully to petition to you, Sir Lomer Gouin, as follows:—

1. That you use your moral suasion to impress upon the Catholic and Protestant Committees of the Council of Public Instruction the necessity of greater attention to the study of civics as pertains our own said city in the elementary and secondary schools of Montreal.

2. That civics, history and economics as are related to an intelligent understanding of the generic term "good citizenship" be studied and taught in our elementary, secondary, technical, and teacher training schools.

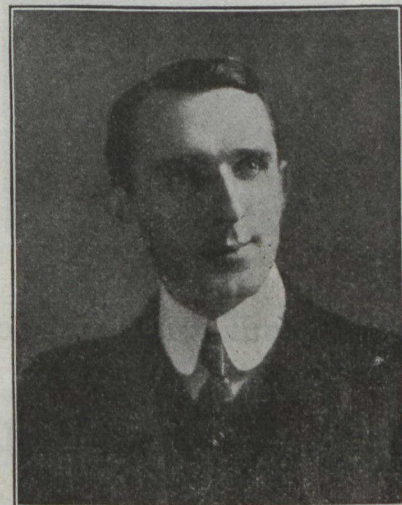
3. That the welfare of our city is in a great measure dependent upon the personality and character of potential citizens in our schools, and upon their teachers, wherefore your consideration to this larger phase of the question of Montreal's government is imperative.

4. That in the clauses to the Montreal Bill you should insert a statement declaring that the Municipal Bulletin, maps of the city of Montreal (indicating car lines, wards, public buildings), all health and other reports and by-laws of the city should be sent to all our libraries, principals of our schools, for instructional purposes in the teaching of civics. These to be distributed either free or at cost price as may be decided by the proposed Government of Montreal.

5. That to instil a pride in our historic and loyal city further clauses be inserted in the Montreal Bill that a specified day be publicly recognized as an annual public holiday to be known as "Montreal Day." This date to be fixed by the proposed Government of Montreal after consultation with historical, educational, and commercial bodies in the city.

6. That "Municipal Election Day" be a public holiday, and that the hours of voting be prolonged so that all classes of our population may find it convenient to come and cast their ballot.

Wherefore your petitioners humbly submit the foregoing allegations, and we request that you do your utmost to place the suggestions in the statutes relating to the government of the City of Montreal.



LAWFORD GRANT, C.E.,  
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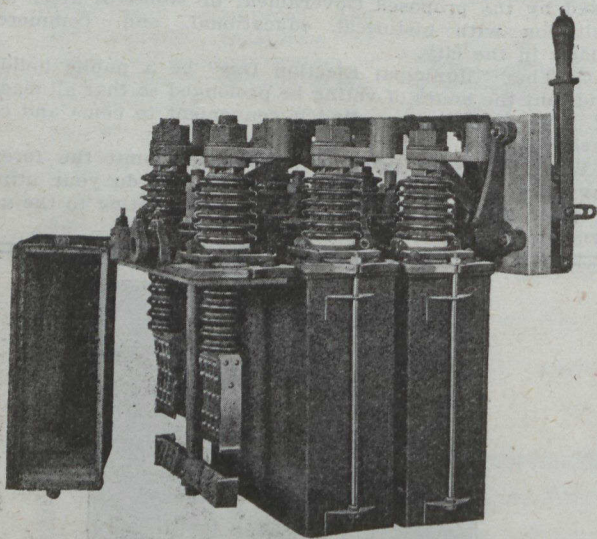
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## The Unity of Canadian Citizenship

In the early fall of 1914 Germany staggered humanity by the awful rape of Belgium. . . This little nation had been selected as the first victim to be sacrificed on the altar of Prussian militarism, which had for its own aggrandisement determined to dominate the world by a campaign of frightfulness appalling in its possibility and sickening in its application. Great Britain as the champion of humanity took up the gage that the juggernaut of the western world had so contemptuously thrown down, and declared war. . . . Canada as an autonomous but integral part of the British Empire at once signaled her desire to fight side by side with the Mother Country, for the citizens realized to a man that democracy was on its trial, that the fundamentals of liberty and justice were in danger of being destroyed and that the foundations of citizenship were being undermined. . . . Her sons rushed to the colors and in six weeks her first army was on the shores of England, her daughters trained by the thousand so that they might go and nurse the boys at the front, a patriotic fund was established to look after the families of the soldiers and every kind of organization sprang up to make those useful articles so necessary in that inferno in Flanders. The spirit of the nation was aroused as it had never been before. Canada obeyed the call of humanity.

But there was a second reason. This second reason for the outburst of Canadian patriotism in 1914, and which has been sustained with a vehemence worthy of the best traditions of citizenship, is the spirit of personal responsibility that has always permeated the Britisher, whatever his color or language, and has done so much to build up the superstructure of democracy called the British Empire. And back of this spirit of responsibility is the sense of freedom fought for and won by our ancestors—a freedom which has been the basis on which our system of government has been built and formed the

unconscious charter of the constitution controlling our destinies, and of which we are so proud. It is for the permanent enjoyment of these principles that Canada so wholeheartedly entered the war, as well as to answer the dictates of humanity. She was determined to maintain fully liberty of thought and action and complete freedom of the individual in spite of the Prussian menace. . . .

Canada's sacrifices have been great. Hardly a family but what has some one at the front, many of them alas never to return. But the war is not over yet, and will not be over until Prussian militarism is crushed for ever, otherwise the sacrifices already made will have been in vain. This is unthinkable, and Canada will do her share to "carry on."

### THE OPPORTUNITY OF THE MUNICIPAL COUNCILS.

Side by side with the mobilizing of her forces for the front Canada has another duty, almost as important, to perform, and one in which the municipal councils can help. This second duty is the mobilizing of the country's reserve forces—the material, food and natural resources—so that a continuous supply of necessities may be sent across the seas. This means the conservation of certain foods and in their place the substitution of other foods, such as fish. The Food Controller in his latest bulletin shows very conclusively that where the local councils have co-operated with him excellent results have been achieved in reducing the consumption of foods wanted so badly at the front, and there is no reason why the council of every municipality should not take up the work of conservation. It is all helpful in bringing the war to a victorious conclusion. In taking upon themselves the task of local food control the new councils will be doing much to bring about a unity in spirit and a unity in citizenship so that Canada can put forward her best effort on the side of liberty.



## A Municipal Department for Quebec

We congratulate the Government of the Province of Quebec on its determination to introduce legislation to establish a department for municipal affairs. We understand that at first the department will come under the direction of the Provincial Treasurer. While we would wish that the new department had been a complete organization in itself with a responsible minister at the head, yet the fact that the Financial Minister is the Hon. Walter Mitchell, who has shown himself one of the most able guardians of Quebec's finances, augurs well for its success. For some years the Union of Canadian Municipalities has been urging a municipal department for the province, as the best check on the administration of each community—a very necessary check if municipal Quebec is to keep up its financial obligations and hold its credit.

The great factor in making the new department successful, or otherwise, will be the personnel, and in the appointment of the superintendent or deputy minister Mr. Mitchell has a great responsibility. There is no doubt that the two municipal departments (in Alberta and Saskatchewan) already established in Canada have been successful because the

deputy ministers—John Perrie and J. N. Bayne—know their work thoroughly; both being practical men and not mere politicians. Consequently they are respected in their respective provinces by their governments and the local councils. In the Province of Quebec the duties of administering a municipal department will be exceedingly difficult for a number of reasons; first and foremost being that Quebec being the oldest province in the Dominion it has many old charters giving special privileges to different communities. To control and co-ordinate these differences will require much tact and diplomacy as communities are very jealous of their local rights. There is a Cities and Towns' Act in the province, but it is optional for the municipalities created previous to 1908 (when the act came into force) to adopt any, or the whole, of its clauses, and it is to be hoped that the new department will in time be able to persuade every council within its jurisdiction to adopt the Act in its entirety, instead of working under so many separate charters. At least a good start will have been made when the municipal department is a fact, and which we believe will be very soon.

## Municipal Issues in Canada

In the coming year municipal councils will be much exercised in mind as to whether or not they should go on with their necessary public work. For the last three years the financial advisers have urged retrenchment and on the whole that advice has been followed, so closely by quite a number of municipalities that much public property has been allowed to fall into decay for want of proper maintenance. The councils have been afraid to spend an unnecessary dollar, a policy to be commended in these days when so much money is required to carry on the war, but there is such a thing as municipal retrenchment being carried to excess; to the hurt of the credit of municipal Canada and to the unnecessary discomfort of the citizens, who pay the taxes. On Dec. 22 an Order-in-Council was passed under the War Measures Act by which the certificate of the Minister of Finance must be secured before any bond issue, other than Federal Government bonds, can be placed on the Canadian market, or even sold in Canada. The object of this order is to ensure the necessary war funds being raised in the country, as of course the markets of Great Britain and the United States are now closed to any securities other than their own. As to how far the Federal Government, even under the War Measures Act, can interfere with the sale of municipal bonds, which are issued by special permission of the Provincial Legislatures, is a point that would never be raised so long as the Government was using the Order-in-Council for the prosecution of the war, but outside that the municipalities have as much moral right to raise money in Canada for the carrying on of their necessary business as the Federal Government itself has. The suggestion we would make is that as far as muni-

cipal issues are concerned the Minister of Finance should have associated with him a man conversant with the wants of the municipalities—some one of standing in the municipal world. As already pointed out, there is a great deal of corporation work to be done this coming year in the way of necessary repairs, all of which requires funds, and it would not be fair to those municipalities, which have by their very retrenchments during the last three years gotten their streets, etc., into a state of delapidation and who now feel it necessary to put their house in order, that their cases should have to be passed on by some official in the Finance Minister's department who may, or may not, know anything of municipal values. If the Minister of Finance has taken upon himself to control municipal issues placed in Canada, he also takes upon himself the responsibility of seeing that that control does not become a hardship on the municipalities.

### THE FISH CAMPAIGN.

The campaign that was started a short time ago by the U. C. M. and this Journal to encourage the consumption of fish throughout Canada has proved a splendid success, so much so that the demand has increased to such an extent that it cannot as yet be supplied because of transportation facilities not being adequate. We have maintained from the first that the people of Canada given the opportunity are more than willing to assist in releasing essential foodstuffs for the boys at the front, and they have shown that spirit in the greatly increased consumption of fish. It is now up to the producers and the transportation companies to supply the extra demand.



## The Halifax Disaster

All hearts go out to the citizens of Halifax and Dartmouth in their terrible bereavement, and pain, and suffering, caused by the awful disaster which visited them on December 6. Truly it may be said that the blowing up of the ship loaded with munitions—destined at first for the use of our men at the front — brought the war right to our doors, though in a way least expected and wanted. Never in the whole course of her history has Canada had such a blow dealt her in any one part of her dominion, a whole city and part of another laid low in the twinkling of an eye with death and suffering attendant in its wake. Surely the hellishness of war has come to the homes of Halifax and Dartmouth. If there is any consolation in this calamity it is in the splendid spirit that prompted the immediate help that came from many cities in Canada and the United States — from the councils, public organizations and private citizens, all eager to show their practical sympathy. Great Britain's donation of \$5,000,000, with more to follow as a consequence of the Lord Mayor of Liverpool's fund, is worthy of the motherland and will be ever appreciated by

all Canadians. And in the great work of alleviation our American comrades were in the vanguard; those cities nearest rushing, by water and rail, great supplies to the stricken cities, and those further away wiring funds to the relief committee. Truly a binding together of the Anglo-Saxon peoples in the day of trouble.

In the prompt organizing of the relief committee Mayor Martin and Mayor Williams and their councils will, in the future, have just cause to feel that they rose to the occasion, sad though it be. That in the rehabilitation of the thousands of desolated homes they had not been laggards. But there is much to do yet and the Mayors of Halifax and Dartmouth have sent out an urgent appeal for funds to help rebuild the homes that have been destroyed, and while many municipal councils have donated generously out of their public funds, many more councils have done nothing as yet. We would urge these same councils to lose no time in getting together their leading citizens with the idea of helping in some practical form to mitigate the horrors of a homeless community at this season of the year.

### THE NATION AND THE HALIFAX DISASTER.

On the receipt of the news of the Halifax disaster the Union of Canadian Municipalities, through the president, Mayor Hardie of Lethbridge, sent a wire to the Premier urging that in consideration of the nature of the catastrophe and how it was caused, the Federal Government as representing the nation, should taken upon itself the responsibility of rehabilitating the people rendered homeless and rebuilding those parts affected by the explosion. We have been given to understand that such an idea is receiving the serious consideration of the government. We hope that such is the case for the catastrophe has proved much worse than was at first thought. Many families have not only been rendered homeless but absolutely penniless and without means of a livelihood unless they happen to be builders, so that the responsibility of the nation is no small one to those who have suffered so much.

### THE ENGINEER AND HIS REWARD.

In an address recently given before the Ottawa branch, Mr. Fraser Keith, the secretary of the Canadian Society of Civil Engineers, offered some good suggestions to engineers to secure better public recognition of their work. "You will find," said he, "that the recognition received has been as individuals rather than as a profession. Fifty years ago the engineer was a skilled laborer, and his status was much. During that time he has become a man, highly educated, highly trained, and so successful in his application of knowledge to material things, that his work has wrought untold benefit to humanity. The great achievement of the engineer in revolutionizing the material welfare of mankind has fitted him to shoulder greater burdens and responsibilities.

The gradual evolution of the status of the engineer has

forced him to take account of other laws and forces than those of mathematics and science, so that to-day he is compelled (almost without realizing) to consider economic and social problems, and particularly those arising out of a proper appraisal of equity between man and man. The latter includes a study of the complex problems of tax valuations as between individuals and corporations, advice as to financing of public works, and advice in arriving at just and equitable rates for service rendered by public utilities. The engineer is thus becoming not only one who directs the great sources of power in nature for the use and convenience of man in the most economical manner possible, but he is fact becoming an economist and an arbiter in industrial problems."

With Mr. Keith's sentiments we heartily agree, and we know of a number of municipal executives in Canada who have been successful in branches other than those directly pertaining to their profession; their previous technical training specially fitting them for their positions. But while Mr. Keith is urging the broadening out of his profession we would suggest that his society broaden out sufficiently to encourage more municipal engineers to become members. There are many men in Canada who, while they have very little theoretical knowledge, are doing excellent practical work as engineers in their respective municipalities. We believe that if the Canadian Society of Civil Engineers, was to give fuller recognition to municipal engineers to the extent of inviting them to join the society, when they can show practical proficiency, much benefit would accrue to present members who are consulting engineers. In the West in particular we find a tendency to employ consulting engineers from across the line, when a municipality requires specialized engineering work to be done. On inquiry we have found in almost every instance that the local engineer is not a member of the Can. Soc. C.E., and consequently not in personal touch with the consulting engineers of Canada, and so recommends some one he knows, at least by reputation. As a matter of fact, the Canadian Society of Civil Engineers is not in touch with municipal conditions at all, and is not likely to be under the present system of restricted membership.



# Union of British Columbia Municipalities

The 13th Annual Convention of the Union of British Columbia Municipalities, held in Odd-fellows' Hall, Duncan, B.C., on the 10th and 11th Days of October, 1917.

(2nd Instalment.)

## REPORT OF RESOLUTIONS COMMITTEE ON MATTERS PRESENTED BY DIFFERENT MUNICIPALITIES FOR DISCUSSION.

### Corporation of the District of Salmon Arm.

The regulation by the Council of the wages to be paid and the hours to be worked re Statute Labor.

Moved by Reeve McKenzie.

Seconded by Mayor Miller, and Carried.

That Section 278 of the Municipal Act be amended by striking out the words "two dollars" in the fourteenth line of said section and inserting in lieu thereof the words "three dollars."

That full power and authority be given to municipalities to deal with noxious weeds.

With reference to the latter matter, here one of the boundaries of an Indian Reserve adjoin both the city and district municipality, and no attention whatever is paid to weeds, and the Council would like to be in a position to make the Indians look after weeds on their Reservation, and to punish them for not so doing.

Resolved that this be referred to the Department of Indian affairs.

### Corporation of the District of Peachland.

We may have a case against us to try and upset the whole assessment on the ground that same is fraudulent and above the actual value of the land. This action is threatened by Sir Charles Tupper over his assessment on his property here. I suppose, seeing this is a very vital question, affecting the welfare of all the municipalities in the province, that we can depend on your Union's co-operation and support.

Resolved that this be left with the Executive Committee with power to act.

### City of Port Coquitlam.

The Port Coquitlam Council are of the opinion that there should be some change made in the "Dyking Act" to meet the new conditions which have arisen. When a piece of dyed land is sub-divided, the streets shown on the plan all fall to the city, and we have to pay dyking tax on them whether they are opened or not. Many of these subdivisions are still in the natural grass and are rented out, and the streets only exist on paper, yet we are taxed on them. The Act is also not adapted to present conditions, as it only considers acreage; whereas, if a fixed charge were made per lot it could be made to cover the cost of the roads as well, and would still only amount to a few cents per lot, with a minimum charge of \$1.00. We do not know if this comes within the province of the U. B. C. M., but wish to draw attention to it.

Resolved that this be referred to the Minister of Agriculture by the City of Port Coquitlam.

### City of Alberni.

I have been instructed by the City Council to bring to your notice the extreme difficulty at present experienced by the various municipal assessors in searching the records of the Land Registry Office for transfers of land and registered charges there may be against same, owing to the extremely intricate system at present in vogue. They are of the opinion that if it were possible for the assessors to get together something might be done to remedy this difficulty, and would be glad of the Union's views on this matter.

Mr. Baird, Municipal Inspector, handed in the following Memorandum as to the system under which Municipal Assessment Rolls are brought and kept up to date on the records of the Land Registry Offices.

Section 6 of the Land Registry Act Amendment Act 1917 adds to Section 41 the following:—

"If such officers so desire, and the state of business in the Land Registry Office permits, the Registrar may furnish any information required by them at a charge to be fixed in each case by the Registrar upon the basis of a reasonable recompense to the office for the cost of furnishing such information."

Section 41 is the section which allows municipal officers to make their own searches. In pursuance of this legislation the Land Registry Offices are arranging to perform for the municipality two services:—

First, they will furnish a municipality upon request all information which is necessary to check up the assessment roll and bring it into line with the Land Registry Office records. In order to do this work satisfactorily it is essential that the municipality should forward to the Registrar a copy of the assessment roll or of such portion which is desired to be corrected, arranged in a convenient manner—which is not always the same in each office, but can be decided upon by corresponding with the Registrar. The Land Registry Office officials then make the necessary searches and fill in the information obtained from the records upon the roll.

Two cases occur, in the first of which the assessed owners are found to correspond with the owners on our records; and the second when alterations are necessary.

The Land Registry Office charges are 2c per lot or parcel when no change is necessary; and 7c per lot or parcel when alterations have to be made. It has been found by the municipalities that these charges are very satisfactory to them, and the Land Registry Offices can do the work at these rates provided that a considerable quantity of work is supplied them at one time. By taking advantage of this arrangement municipalities can bring their assessment rolls entirely up to date.

The second service the Land Registry Offices can render is to keep the municipal records up to date. For this purpose the municipalities prepare a printed form providing space for the information they wish, and as each transaction goes through the Land Registry Office a note is made upon the form appropriate to the particular municipality within which the land is situate. The result is that the information is always up to date. These forms are sent to the municipality from time to time as suits their convenience and as arranged with the Registrar; and a fee of 7c is paid for each entry. This takes the place of the carbon copy of certificates of title furnished to some municipalities, and has the additional advantage that at the request of the municipality there is also inserted in the list any agreements of sale of property, as this is necessary for Municipal Election purposes.

If only a few municipalities take advantage of the service charges may have to be slightly increased, but even so, the rate will be found cheaper than municipalities can obtain the information themselves.

### Corporation of the City of Fernie.

Sewer Rental.—At present it does not appear possible to charge interest on arrears of sewer rental, and it seems desirable that the Act should be amended, enabling this to be done.

Free Library.—In the present condition of the "Library Act," only half a mill can be levied for the maintenance of a free library. The Act does not appear to allow this levy of half a mill to be supplemented in any way from the general taxation funds. It is felt that the Act should be amended to enable at least one mill to be levied, if not more.

The question of a free library has been taken up in this city, and the sum necessary for its proper maintenance would be at least one mill. Under these circumstances a free library for this city is entirely out of the question until the Act has been amended.

Resolved that one mill be recommended.

Trade Licenses.—As the fiscal year of a municipality extends from January 1st to December 31st, it seems desirable that the Act be amended so as to have traders' licenses expire on June 30th and December 31st.

Resolved that this be recommended.

### City of Victoria.

1. To amend Section 54, Subsection 45 of the "Municipal Act" relating to Pound Bylaws. This was amended at the 1917 session of the Legislature so as to give increased power to regulate the impounding of animals, but the word "animals" is limited to the interpretation given by the "Trespass Act," which does not include poultry, rabbits, geese and ducks. We think it important that power should be given to impound such creatures where they are trespassing, etc.

Resolved that this be recommended.



**CONVENTION OF B.C. MUNICIPALITIES—**

(Continued.)

2. Re Section 156 of the "Municipal Act" (Home for the Aged and Infirm). It has been the practice of the City of Victoria, and probably of other municipalities, to take from applicants for admission to the Home a transfer of whatever property they possess, the consideration being, of course, their future support by the city. As a matter of fact, there has never been any legislative authority given to a municipality to acquire property under such circumstances.

We think that the Act should be amended so as to authorize municipal corporations to take transfers of such property whether situate in or outside the municipal limits. In the case of the city of Victoria a considerable proportion of the inmates of the Home for the Aged and Infirm have come to Victoria from other places, where they have a little property, and in such cases the required authority would be useless unless it extends to property situate outside the municipality.

Resolved that this be recommended.

3. Annual returns from telephone, telegraph, electric light and power companies for assessment purposes.—The Municipal Act at present imposes no obligation on companies of this nature to make annual returns such as are required from railway companies, and we think that the Act should be so amended as to compel them to do so.

Resolved that this be recommended.

In this connection, our assessor points out that not only such returns, but also the returns from railway companies, should be made by September 30th, instead of March 31st, as is now required or railway companies. He points out that (in this city at least) the assessment roll is complete and the assessment notices are sent out before January, and that returns which do not come in until March 31st are too late.

Resolved that this be referred to the Executive.

**Penticton.**

Whereas, a number of irrigation systems in the Okanagan district require renewal;

And Whereas, there are several alternatives, e.g., wooden fluming, metal fluming, cement ditching and piping, and iron piping;

And Whereas, water users, as a body, are not technically competent to decide on the respective merits of the various methods of construction;

And Whereas, large sums of money will have to be spent in the course of the next few years on the renewals;

And Whereas, it is of the utmost importance that such sums should be spent to the best advantage, and that risk of loss through avoidable errors should be eliminated;

And Whereas, bodies of water users are not in a position to know where to obtain sound and reliable advice;

Therefore Be It Resolved: That this meeting earnestly urge the Government of British Columbia to appoint a fully qualified person as consulting engineer for irrigation, to whom water users, and others similarly interested, may apply for advice in such matters.

Resolved that this be recommended.

**Corporation of the District of South Vancouver.**

Power to fix a standard weight of bread.

Resolved that this be not recommended, as solicitor explained that compulsory legislation was passed as to label showing weight.

That trunk roads be taken over and kept up by the Provincial Government.

(Already dealt with.)

That Insurance Companies be obliged to pay a percentage of the upkeep of Fire Departments.

Resolved that this be referred to the Executive.

That water rates be made a special charge against the lands.

Resolved that this be not recommended as the Act is sufficient protection.

**Corporation of the District of North Cowichan.**

Amendment to "Municipal Act" for better definition of "wild land" as follows:—Section 2, Subsection "Improvements" of the "Municipal Act" after the word "soil" in the ninth line to read as follows: "And Improvements made by clearing, dyking, draining, planting or cultivating the soil so long as such annexures and improvements are maintained in a condition which is estimated to have a value of not less than \$10.00 per acre. And the word "but" to commence with a capital letter. After the word "lands" in the thirteenth line, the following sentence in brackets to be stricken out: (Unless a statutory declaration be made

that such logging will be forthwith followed by clearance or settlement upon the land.)

Resolved that this be referred to the Solicitor.

A new Municipal Act to be issued, or otherwise annual appendices to the present Act comprising references to all other Acts affecting municipalities.

That the conflicting provisions of the Act re fee of 25 cents for tax certificates be rectified by deleting provision of "Land Act" that no fee be imposed.

Resolved that this be referred to the Solicitor.

**Corporation of the City of Grand Forks.**

That section be inserted in the "Municipal Act" to provide that taxes and water rates in arrears against buildings shall be a first charge against insurance policies on such buildings regardless of whose name such policy or policies may be in.

Resolved that this be not recommended.

**Corporation of the District of North Vancouver.**

Motor Buses, Section 54 (26) "Municipal Act."—This municipality's only means of transportation with Vancouver is by travelling through another municipality and utilizing the North Vancouver City ferries to Vancouver City strike, we were faced with the necessity of getting our residents to and from their business, but found that we had no power to operate motor busses outside the limits of the municipality. The above section should be amended to give this power, or a new section should be introduced to cover the matter.

The Executive Committee endorsed this.

Pounds, section 54 (45) "Municipal Act."—Prior to the current year, this section gave power to restrain or regulate the running at large of any animal and to provide for impounding them. The section has, however, been amended in 1917, and now only applies to "cattle" as defined by the "Trespass Act." Many municipalities have found it necessary to provide for the impounding of dogs, but this power has apparently now been withdrawn. Subsection 174 provides for the taxation of dogs, and for the destruction of dogs that are diseased or vicious. Some power should now be given for the impounding of dogs.

Resolved that this be recommended.

Rebate in Taxes.—By the 1917 amendments to Sections 241 and 243 of the "Municipal Act," rebates may be given up to one-sixth of the annual rate of taxes, school taxes and special rates. The question of the expediency of rebate on school taxes is open to argument, but it would appear to be a futile proceeding when the amount of the rebate has to be added to the School Board's estimates in order to allow of the rebate being afterwards taken off again. With regard to the special rates, this council's delegation will urge that the Act be amended so that no rebate shall be granted upon these. This municipality has constructed several water systems over various areas under the old local improvement sections of the "Municipal Act," the cost of the said systems being raised upon loans secured by a special assessment over those areas. The same power is now given by Section 50 of the "Local Improvement Act. In these cases, the assessment is made by striking a yearly rate, and if a rebate is enforced, then unless we have the power to add the amount of this rebate to the assessment, the municipality will be a heavy loser on sinking fund and interest. It is difficult to say why the municipality at large should bear this loss. There is considerable conflict of opinion as to whether or not the section as it now stands enforces a rebate upon local improvement frontage taxes. Upon the face of it, Section 241 is permissive, but upon reading Section 242 it is clear that if the council does not allow a rebate upon all the taxes mentioned in 241, the taxpayers can take the discount up to the first of November. The delegates from this Council will suggest that an amendment be made to Section 241 providing that the Council may grant rebates on all or any of the taxes or rates therein mentioned, and that upon the passage of such a by-law the rebates therein provided for shall be the only rebates to which the persons paying said taxes and rates shall be entitled.

Moved by Mayor Todd.

Seconded by Reeve Borden and Carried.

That in the rebate legislation of last year it be made plain that no rebate is granted on Local Improvement rates. And the Municipal Inspector and Solicitor McDiarmid be requested to give this the necessary attention.

Tax Sales.—Section 253 of the "Municipal Act" provides that the collector in advertising shall charge each parcel

(Continued on Page 20.)



# Proposed Union of Railway Lines at Saskatoon

COMMISSIONER C. J. YORATH, C.E.

The following report, which was recently laid before the Board of Railway's Commissioners by the City of Saskatoon, is indicative of the new spirit of proper planning that is beginning to permeate the minds of Western Councils. Some of the conclusions and suggestions contained in the report are equally applicable to other cities, which are also railway centres, and are well worth reading. In connection with the scheme the Railway Commissioners have already instructed their engineer to make a report:—

In considering the future and planning for the growth of the city it is essential that the question of railway facilities both in respect to freight and passenger traffic should be carefully studied and a plan agreed upon whereby the future development of this utility will be such as to give the best possible service to aid industrial and commercial expansion without unduly impeding transportation facilities within the city and causing large expenditures to be borne by the taxpayers in constructing subways, etc.

A badly planned disintegrated railway system within a city invariably entails considerable loss to commercial enterprise, increases the cost of living and gives cause for unnecessary annoyance and loss of time to the travelling public. The loss through a badly planned railway system in a small city amounts to a very large sum annually, and in larger cities such a system not only entails a considerable annual monetary loss, but also involves the citizens and the railway companies in very large expenditures in altering and replanning their system on lines and in accordance with plans which could easily have been foreseen had a little foresight been exercised in the initial stages of development.

At present, the City of Saskatoon is served by three railways, the Canadian Pacific, the Canadian Northern and the Grand Trunk Pacific. The Canadian Northern and Canadian Pacific Railways enter the city at the north-east corner of the city limits, the former approaching from the north and the latter from the east. They cross each other at the junction of 33rd Street and 3rd Avenue and continue through the city on the west side of the river, crossing the city limits again on the west side immediately adjoining each other. The Canadian Northern Railway also enters the city from the south side across the Saskatchewan River.

The Grand Trunk Pacific Railway only passes through the extreme south-west corner of the city, and has no communication with the centre of the city. The C.N.R. Depot is on First Avenue opposite 21st Street, and the C.P.R. is on Avenue A., opposite 23rd Street, while the G.T.P. Depot is 3.34 miles south from the Post Office. The Canadian Northern freight yards are in the centre of the city between 19th Street and 23rd Street, and the C.P.R. freight yards are north of 24th Street between the two main lines. The G.T.P. has no freight yards in the city. The tracks within the city limits are practically on the level of the surrounding ground which entails a considerable number of level crossings with their attendant inconveniences and danger. This very undesirable state of affairs is likely to be augmented rather than diminished if the Grand Trunk Pacific should enter the city by an entirely separate route to that of the C.P.R.

With the above system of railways and the Saskatchewan River it will be seen that the city is badly divided into no less than nine distinct zones.

The divisions of the city by these railways and the river causes considerable extra expense in civic administration and the development of the city, and if the Grand Trunk Pacific Railway should in the future enter the city by any other route than over the existing lines the city will be still further divided and an additional cause for increasing the city's debt will be created.

Some of the results of dividing the city into so many zones are:—

- 1.—Increased cost of fire protection.
- 2.—Increased cost of sewerage system.
- 3.—Increased cost of water distribution system.
- 4.—Increased cost of police patrol.
- 5.—Increased cost in operation of city's Cleansing and Street Departments;
- 6.—Increase in debt due to large expenditures in constructing subways. Over \$350,000 has already been expended on constructing subways but this amount is likely to be increased to two or three millions if the railways are extended upon their present system.

7.—Increased cost of transit from one part of the city to another.

At the present time it is admitted that the railway facilities are inadequate to deal with the daily increasing traffic. Both the Canadian Northern Railway and the Canadian Pacific Railway are handicapped through lack of space and proper railway facilities in handling through freight consigned to the surrounding country and classifying freight which is collected in Saskatoon for shipment east and west. Owing to the Grand Trunk Pacific Railway being 3.34 miles south of the city, the additional cost of handling passengers and freight to and from the city on this line must be considerable, particularly in the Spring and after every heavy rainfall when the roads are particularly bad. The method of handling both freight and passengers from this city by three separate passenger depots and three separate freight yards, is to say the least one of the crudest and is the height of inefficiency.

The Board's attention is particularly drawn to the way in which the business part of the city is badly divided by the C.N. Railway with its freight yards, passenger depot and Round House. Also the way in which the C.N.R. tracks leave the depot on the south side along Spadina Crescent and thence along 17th Street. These are very bad features and will, if retained, undoubtedly put the city to considerable expense at some time in the future in constructing subways, etc.

It is apparent that in the near future the passenger depots of the C.N.R. and C.P.R. will require to be rebuilt and further facilities for handling freight for the city and the surrounding country will have to be provided by these companies. If these extensions are undertaken separately by the different companies not only will the cost be very much greater, but the present inconvenience occasioned to transport within the city will be continued and eventually a further large expenditure will have to be made by the railways to rectify mistakes which can be avoided if a complete scheme is now agreed upon.

The Railway situation is such in Saskatoon that at very small cost the three railways can be made to pass through the city in one line. In order that this may be done it would be necessary to make connections between the Grand Trunk Pacific and Canadian Pacific Railways at a point some distance north-east of the city; between the Canadian Pacific and Canadian Northern Railways north of the city; between the Grand Trunk Pacific Railway and the Canadian Northern Railway at or near South Saskatoon, and between the three railways on the west side of the city. With equal running rights through the city it would then be feasible to arrange at comparatively small cost compared with what the cost will be if the railway system is allowed to develop in a haphazard manner—

- (a) An elevated railway through the city.
- (b) A central union passenger and freight depot.
- (c) Freight yards at the north-east and south-west sides of the city.
- (d) Engine facilities and coach yards serving all the roads using the union depot.

In support of the City's scheme the Board's attention is drawn to the very large expenditures which have been incurred by some of the cities in the United States in order to rectify the impossible railway systems which had been allowed to grow up in an haphazard manner:

## At Atlanta City, Ga.

Abandonment of present passenger terminals, one built in 1871 and another built in 1904. The construction of a new terminal station for use of all railways entering the city. Abandonment of present freight yards in the heart of the city and the construction of new yards in another location. The old freight yards to be filled in and converted into Parks. Estimated cost of complete project \$6,500,000.

## At Cincinnati, Ohio.

The three most important railways entering the city, the New York Central Lines, the Pennsylvania and the Baltimore & Ohio, have agreed upon a tentative site for a union passenger and freight terminal.

## Kansas City.

Since 1909 the Kansas City Terminal Railway Co. has spent approximately \$4,000,000 in regrading track and terminal work, building new union station, etc.

(Continued on Page 25.)



## Prices of Food in Canada

By W. J. HANNA, K.C., Food Controller for Canada.

As Food Controller, I cannot change the fact of the world shortage. I cannot, by decree, overcome the tremendous deficiency of wheat in the Allied countries or supply the war demand from empty granaries. But I can, and I will, do all in my power to prevent speculation, to ensure equitable distribution of essential food supplies and to limit middlemen's profits to a reasonable compensation for necessary services. My office is now engaged in a general plan of licensing, which will enable us to regulate the trade in food commodities at all stages between the producer and the consumer. No hardship will be imposed upon the legitimate dealer, but we shall force out the speculator and the parasite. The interests of the consumer shall be protected in every possible way. Already we have licensed the milling and packing industries and have gained effective control over the refining and distribution of sugar. As a result, the price of sugar in Canada did not run up to 20 cents per pound, as it did in New York City before the United States Food Administration was in a position to regulate the charge to dealers and to the public. We are now applying the license system—with the power of regulation which that system gives us—to wholesale dealers in fish, fruit and vegetables, to the grocery trade, and to manufacturers of package cereals. We are prepared to regulate profits, wherever necessary. In the case of the packing houses this already has been done. We have worked out a plan for regulating the cost of milk distribution by limiting the spread between producer and consumer. We have secured control, also, by our export license system in conjunction with a similar system in the United States, over all supplies of exportable food and feeding stuff, and are prepared to use that control in the interests of our own people and the Allies. Above all, we are working along with the Departments of Agriculture and all other available agencies, to secure an increased supply of food products, because only greater reduction can provide the full measure of relief from the pressing food problems of to-day.

It is important that the people should understand the fundamental causes of present high prices of food commodities. The world demand for food has suddenly undergone a tremendous increase, while the World supply—or that portion of the world supply which is accessible and available to meet the enlarged world demand—has been reduced with equal suddenness. Surplus stocks have been exhausted and greatly curtailed production forces are endeavouring to meet abnormal consumption requirements. Under peace conditions, when the balance of demand and supply is disturbed, either a rise in prices curtails consumption and stimulates production, or a fall in prices encourages increased consumption while restricting production. But during war time, such readjustment is difficult, if not impossible. The consumption demand of the soldiers cannot be much reduced. High and rising prices do curtail civilian consumption and stimulate production, but the production agencies are limited, and, even under the spur of increased profits, they are incapable of meeting the demand. Such conditions, unless relief can be provided, must result in an increasingly acute shortage and lead, eventually, to famine.

Such approximately is the situation in the world to-day. With the farming populations reduced by millions of producers, and the number of non-producers and abnormal consumers tremendously swollen, high prices are only a natural, inescapable consequence of a world condition. It is unfair, therefore, to compare prices to-day with those before the war, and to blame the Government or the Food Controller or anyone else for the advance. Rather, prices should be compared under prevailing conditions in difference countries. Real wages, being the amount of food, clothing and other goods which money wages will buy, determine the welfare of the wage-earning population. Judged on this basis, Canadians are absolutely the most fortunate people in the world to-day.

In proportion to wages, prices of food are lower in Canada than in any other country. Official figures have been published in *The Bulletin*, showing that food prices here are much lower than in Europe and considerably lower than in the United States. This is the case, because our Can-

adian cities and towns are smaller and closer to the sources of supply—because Canadian consumers actually are closer to the land than the people of any other country. We are prosperous as a result of war orders and, at the same time, we buy our food cheaper than other countries, because we pay less for freight and distribution charges. Production is the crux of the food problem. Twenty years ago in Canada there were three people on the land raising foodstuff to every two who lived in cities and towns. To-day that proportion is just reversed. Is it any wonder that food is scarce and prices high? The remedy is obvious—become a producer. It is true that Canada is better off in this respect than other countries at the present time, but even Canada has been getting away from the land.

The only possible way in which Canada could escape the consequences of the world shortage of food would be to stop exportation and to fatten on our own surplus production, while the rest of the world starved. To do so would involve repudiation of our obligations to the Allies and would make us contemptible in the eyes of all the world.

### FUTURE OF THE RETURNED SOLDIER.

COL. GEORGE C. NASMITH (Dept. of Health, Toronto).

Some time ago we spent many an evening in France in our little mess, discussing the problem of what the men would do and would want to do when they returned, and how they would be absorbed into the life of the community. From what we had seen, we came to the conclusion that many of the men who had been working in clerical positions in cities, now that they had had a taste of life in the open, and had become rugged, would go to the farm in preference to the city. That was the conclusion arrived at then. We have now had to reverse that conclusion. We find that the men, even those who had come from the land, will not go back to the farm when they come home, because, for one reason, they have become more or less gregarious; they have lived together, and men who had lived a lonely life before, have now had friendship for years. They have made strong friendships, and they have come to a different point of view on almost everything.

The returned soldier to-day is a man who cares very little for wealth or for position; he will look you right in the eye and tell you exactly what he thinks. I have had that experience; I have had men applying for positions who had been private soldiers, and, although I was in uniform, they would come in and talk to me in a way they would not have dared to do if they were in uniform. They have seen things and they realize a good deal of what is real in life. When we talk of the returned soldier, we must consider, first of all, his mental point of view. The returned soldiers, particularly those who have been in the field more than two years, have been and will be to a large extent spoiled for ordinary work. Many things they considered worth while before will no longer attract them. They consider, for instance, that the question of making money is not the greatest thing. The system under which the wounded man lives, and is encouraged to do nothing, in the hospital, really trains him to be a loafer. He is deliberately trained to do nothing. The first thing to do with the average man when he comes back, is to get him gradually broken in to the idea of working and becoming a citizen of the community. I know myself—I am back sick and I can speak from personal experience—that it has taken me practically to the present time to get the point of view of the civilian that things here are worth while. The man at the front has passed through great experiences, and, when he comes back, the ordinary things of life seem dull and unprofitable. In some way he has to be got out of that attitude, which is largely mental.

Economic conditions after the war will play a large part in the absorption of the returned soldiers. Whether competition be great or not, I do not think these men will go on the land unless some means can be provided whereby they can live together and have a community life. I do not think they will consider for one moment going back on those large farms on the prairie.—From an address delivered before the Civic Improvement League of Canada.



# The Larger Responsibility of Municipal Councils

SIR JAMES AIKINS,

Lieutenant Governor of Manitoba.

The Angles and Saxons and Jutes who, overcoming the Romanized Briton, settled in England, from which place comes our laws, institutions and forms of Government, were undoubtedly of German origin and place, yet the difference of country and customs into which they came, and the difference of environment and conditions developed for them and their posterity the Anglo-American civilization which the Hun and his henchmen, the Turk and Austrian hate, and are wishing to destroy; concurrently the original Teutonic stock remaining on the Continent and ungrafted produced that Kultur and despotism which the Central Powers would perforce make the world swallow—and the world won't. The one asserted the divine right of man. The other the claim of divine right in State and in its ruler. The one developed the Folksmoot into the common Council and the Witenagemot into our Parliaments; the other abandoned the rule of the people and adopted the autocratic rule of Kaiser. The strong individualism of the Continental German which caught the admiration of the historian Tacitus gave way in Central Europe to subjection and the personal capacity for political achievement or for self-government became atrophied. The unification of Germany and its development as a Military power was not the work of government by the people, but of Princes like Frederick the Great and Bismarck. The love of individual liberty of the Anglo-Saxon transplanted into the land of Briton and Celt on which Rome had imposed its rule, developed our principles of common law binding equally on Sovereign and subject, developed our modern ideals of municipal government, free speech, free newspapers and religious liberty. For 1500 years the Anglo-Saxon has been working out and practising the principles of democracy and still that popular rule is not perfect. How can it be expected that Russia can become a settled democracy in a day, or even a century, or that the people of Germany will in this conflict gaff the Kaiser and govern themselves judiciously without experience. We know that newcomers to Canada, recently freed from the restraints of despotism, do not understand self-control or popular government or the privileges or obligations of free citizens. The weakness of democracy, however, does not mainly lie with them, but the apathy and neglect of those who and whose ancestors have lived under popular government; of those who take freedom and the protection of person and property for granted like fresh air and sunlight, and do not consider and will not take the trouble to ascertain the sacrifices and agonies and vicariousness which purchase for them the priceless gift of liberty and the right of the people to regulate their own affairs and so do not understand the cause of the blessings into which they are born, or prize their birthright, or fight for it as our ancestors did. Some would sell it for a mess of pottage. Democracy means the rule of the many by themselves and therefore involves both intellectual, religious and physical freedom. But if the people will not understand, if they acquiesce in intellectual torpor and bondage and permit others to think and guard for them, they will sooner or later suffer slavery of body and of soul. Will it be said of Canada, "The ox knows his owner and the ass his master's crib, but Canada does not know, its people do not consider"? Eyes shut and ears closed to everything but material accumulation, physical ease and comfort? The head of a Samson resting lazing on the lap of a modern Delilah with scissors already in hand and the waiting Philistines (the Hun) at the door? We are living in a fool's paradise while the life and death struggle goes on in Europe for the liberties we enjoy. If we heard in Manitoba the explosions of shells which destroyed our property, and saw Zeppelins dropping bombs on our children, we would wake out of our apathy.

Through our brave boys' deeds our name has become a terror to these evil-doers. If nourished and encouraged and supported from this land of plenty, they will remain unconquered in the last great fight when the humanized Hun will cry with lying tongue, "Kamerad" and go to his own place where there is gnashing of teeth. My purpose is to emphasize that our municipal liberties may be

lost by the neglect of nearby duties, by inattention to the simple things of local Government, by refusing to take the foxes, the little foxes that spoil the vines, for the vines of personal and national freedom have tender grapes, and foxes that make insidious inroads on Municipal jurisdiction. As I have pointed out, the district Folksmoot was in early Anglo-Saxon times the body of popular supervisors closest to the people, the body which approved these customs and regulations and by-laws best adapted at that time to general conditions and popular wants, and thus created the initial stages of the common law. To these Folksmoots the King of England would go round with his proposed laws, getting, if they felt so disposed, the separate consent of each. It was not till the 10th century that Kings bethought themselves of assembling these several Moots in Witenagemot, or Parliament, at some convenient central spot and so of procuring their collective assent. Our modern Municipal Councils and the Folksmoot can only be compared with each other as having been originated and maintained by the will of the people for the purpose of adopting regulations to be observed by the people of the district, and of supervising the observance. The Folksmoot having been found useful, was expanded into representative legislative bodies found in all self-governing English speaking countries. Will the Municipal Councils expand their jurisdiction? That will depend upon the spirit, the sense of duty, the intelligence and the effort of those who compose them and how useful to the people the Councils may become. Why do not more of our best citizens seek the place of Mayor or Reeve or Councillor? Why? Because of lack of interest and of conscience in public duty and because it will require some self-denial and sacrifice. There are some—their name is legion—living in and owning large properties in Municipalities, so contemptful of the inestimable privileges of their popular municipal government, so absorbed with the muck-rake, that they have not voted for a representative to the Council once in ten years. Such have the spirit of the slacker and the slave and merit subjection to the Hun despot, and would have it but for the free spirit, the courage, the self-denial of our chivalrous soldiers overseas and equally chivalrous citizens at home. The highest expression on earth of God was the self-sacrificing God. The old Olympic deities faded like stars fade before the noonday sun, as mankind looked toward the Cross, and the highest expression of humanity and the most God-like lies in service and sacrifice for others. Would that we at home might emulate in that regard our valiant men in France whose nobility has brought to Canada and to its name, glory and honor and life. Those brave brothers and sons have gone and are going overseas to fight for us freedom's battles against its most bitter foes. Let those of us whom the country does not call to go, struggle on at home in the same great cause. Canada has foes within as well as foes without. We can fight with ballots and bank bills, we can fight for a clearer vision of our individual duty to the people, for keener participation in all that relates to government of Town and City and Municipality. We may not die as our valorous men die, fighting to protect in purity and strength, home and schools and native land, but all of us can live for them. There is ample scope for telling and useful work in our Municipal Councils, and more will be given them if the duties committed to their jurisdiction are well done.—From an address delivered before the Union of Manitoba Municipalities.

## RESTAURANT KEEPERS FINED.

Prosecutions have been instituted in a number of cases against restaurant keepers who have failed to comply with the requirements of the Order-in-Council restricting the use of beef and bacon and requiring that substitutes for white bread be provided in all public eating places. Action is pending in other cases.



## Exploitation of the People's Heritage

As a consequence of this Journal taking up the question of the St. Lawrence development, the City Council of Montreal has taken action in the passing of a resolution (given below), which had previously been introduced by Controller Villeneuve, to the Board of Commissioners, and passed. In this connection Controller Villeneuve has been good enough to write us as follows:

Office of the Board of Commissioners  
of the City of Montreal,  
City Hall, Montreal,  
December 28, 1917.

To the Editor:

In connection with the article in your December issue entitled "Exploitation of the People's Heritage," I beg to enclose herewith copy of Resolution which I had presented to the Board of Commissioners, when I was informed of the transaction in question.

Both the Board of Commissioners and City Council recognize the gravity of the situation, and have acted on the Resolution, as you will see by enclosed clipping from the "Gazette" of the 26th inst.

Trusting that your Journal will keep up the good work, and wishing you the Compliments of the Season,

I am, Yours very truly,

E. W. VILLENEUVE, Commissioner.  
**The Resolution.**

**Whereas** it is not generally known that from the development of hydraulic power at Cedars Rapids, which is entirely drawn from Canadian waters, a permit has been granted by the Federal Government for the exportation by the Civic Investment and Industrial Co. (the Montreal Light, Heat and Power Co.), to the Aluminum Company of America at Messina, N.Y., of some 75,000 to 80,000 horse power;

**Whereas** the Cedars Rapids are capable of a development approximating 200,000 horse power, and the quantity of power authorized to be furnished to the Company as above represents about two-thirds of the present development of this site, which should be kept in this district to supply domestic consumption before being exported out of the country;

**Whereas** the exportation of this large quantity of hydraulic power is particularly prejudicial to the interests of the citizens of Montreal, as if it were placed on the market for local consumption it would not only tend to reduce the price of this utility and place it at the disposal of a large part of our population, but it would also stimulate and encourage the establishing of manufacturing industries in Montreal and the surrounding districts.

**Moved by Commissioner Villeneuve, seconded by Commissioner Cote,**

**and Resolved:** That a petition be transmitted by the Board of Commissioners and City Council to the Federal Government and the Quebec Legislature, drawing their attention to the inadvisability of persisting in this line of conduct, and the prejudicial effects such a policy cannot fail to have on Canadian interests, and of the serious complications that will doubtless arise later when it will have become absolutely necessary to withdraw their exportation.

Extract from "Gazette," Dec. 26, 1917.

Following the resolution adopted by the City Council at its last meeting to petition the federal authorities to prohibit the export of electrical power from the Cedar Rapids hydraulic plant to the Aluminum Company of America, at Messina, N.Y., City Clerk David wrote to the Secretary of State as below:

"Sir,—I have been instructed by the City Council to inform you that the Council has considered the question of the use which is proposed to be made of the power developed from the Cedar Rapids hydraulic plant, inasmuch as it has been represented to them that a permit has been granted by the Dominion Government for the exportation of 75,000 to 80,000 horse-power to the Aluminum Company of America, at Messina, N.Y.

"The Council is informed that the Cedars Rapids is capable of a development of approximately 200,000 horse-power, and the quantity of power contracted for as above represents about two-thirds of the present power development, which should be kept in this district to satisfy home consumption first before being exported out of the country.

### Bring Rates Down.

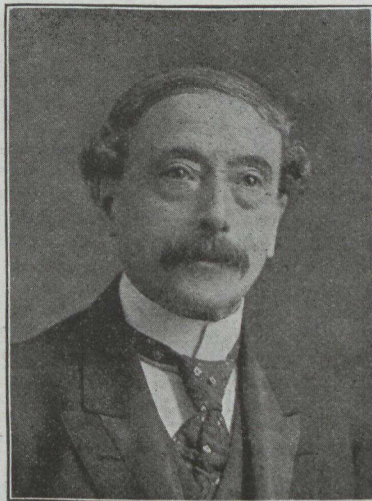
"It is contended that the export of this large quantity of power is particularly prejudicial to the interests of the citizens of Montreal, as, if that quantity were put on the market for home consumption it would tend to bring the rates for this commodity to a more reasonable level, and, apart from placing this utility within the reach of a large number of our population, would tend to foster and encourage manufacturing industries in Montreal, and the surrounding districts.

"I have, therefore, been instructed by the City Council, to earnestly pray the Dominion Government to consider the inadvisability of this course, as well as the grave prejudice it will cause to Canadian interests and the serious difficulties likely to arise in the future when it will become absolutely necessary to withdraw such exportation.

"For these reasons the Council prays the Dominion Government to cancel the permit given for the sale of this electric power."

I am, yours truly,

L. O. DAVID, City Clerk.



L. O. DAVID, City Clerk.

### WHAT A LIVE AGRICULTURAL LEADER COULD DO NOW.

Under the title of "An Agricultural Crime," a recent number of the Farmers Magazine contains an opportune article from the pen of its editor, Mr. F. M. Chapman, which deals with Canada's neglect in the past and her present opportunity to increase her agricultural output, a synopsis of which is as follows:

Use the discharged munition workers in operating the tractors already in the country, many standing idle.

Make every available engine draw a gang of ploughs, preparing for fall and spring crops.

Pay the wages to the men that will induce hundreds to apply at once. Run the tractors in double shifts, night and day, with acetylene headlights.

Speed up the manufacture of tractors and get deliveries faster.

Establish short course traction schools at every experiment station, college and country town.

Carry the necessary phosphates to the country points where fall wheat is sown and finance them as low as possible.

Plough the land as never before. Farmers are calling for this assistance.

Give a bounty, if necessary, to cover labor costs of men breaking or guarantee a price for 1918 wheat.

Walk into the situation as a competent general with a big proposition, if the need of food is not a myth. Do the thing.

Sweep aside a great deal of this official duplication, red tape and cumbersome departmental machinery.

God has given us a soil unequalled anywhere, a climate and natural advantages almost Utopian. Man is the weak spot in the link. O ye agricultural leaders of little faith, wherefore doubt!



# Municipal Enterprise

H. L. BAKER, LL.B.

(2nd Instalment.)

The criticism directed against "Municipal trading" (a misleading term, since the primary object of municipal ownership is never to obtain ordinary business profit), fall into two groups—the first financial and the second administrative and social. Dealing with the financial question first, it has been claimed that municipalities can raise moneys for public utilities at a rate less than can private corporations, but that this cannot be done while the plant alone is pledged would seem clear. It can only be done where the city has a wide margin between its existing undertakings and its bond limit, and it will guarantee the bonds so that it will be obliged to make up any deficit occasioned by losses in operation by resorting to taxation. The opponents of municipal ownership also claim that owing to the general inefficiency of municipal accounting the local authorities are apt to make up a deficit from taxation without saying so, going on the assumption that it is only taking something from one pocket and putting it into another. It is impossible for a municipality to tell whether or not any particular utility is making profits unless it takes into account all the items and unless the accounting system for that particular utility is complete in itself and entirely separated from the general municipal accounts. Under private ownership, however, if an annual price must be paid by a private corporation for a franchise, it must be admitted that all such payments must be included in the working expenses, i.e., it must charge the consumers just that much more. Municipal councils on the other hand are, however, probably slightly more prone to make financial blunders than directors of large corporations.

The main criticism of municipal trading is, however, directed against the administrative or social side. All monopolistic companies tend to be much less enterprising than companies which have to fight for their existence, and the conditions under which municipal authorities work tend to make this characteristic more pronounced in their case. But there is no doubt that of late large municipalities have shown much more enterprise and initiative. This is an answer also to the further objection that town councils have enough to do as it is; that their members cannot be specialists and have neither the leisure nor the ability to direct great business enterprises which can be commercially successful only when conducted by experts and stimulated by strong personal interest. All experience shows that normally the more work a local authority is given the more likely it is to attract the services of able and experienced citizens; energetic and capable men are not inclined to spend their time upon councils which have to do little work of importance. In the large cities there is no lack of ability. Efficient management depends upon the existence of a council of men of fair ability and judgment, not necessarily any more than the ordinary directors of a railway company possessed of technical ability; its readiness is to get the best expert advice as possible, and to make the fullest use of the services of these specialists. The fulfilment of these conditions and the stimulus to do good work which comes from constant supervision by the citizens depend upon the existence of a healthy and active civic enthusiasm, and that is most likely to be felt in the municipality where the council has large and varied powers. The possible corruption arising from the existence of a large class of municipal employees is not greater (as the experience of the United States has abundantly shown) than that likely to be caused by the struggle of private companies competing for a municipal monopoly; and for the protection against this and for the assurance of moderation of municipal policy, we must look to the better education of all classes of the community in the privileges and duties of citizenship.

Municipal authorities, however, in Great Britain, Germany and on this continent, are finding that the larger the profits made the greater the demands of labor. More than one municipality has sold paying undertakings to private capitalists or refrained from adding to its trading enterprise in order to avoid the constant friction with employees who are taught to regard all profits as "surplus value" created by and wrongfully withheld from labor and who in wages controversies are not always amenable to reason as understood by the official mind.

Another class of business which has been the subject of

municipal enterprise includes such services as are connected with them, but do not necessarily arise out of recognized public utilities. A most apt illustration is the Bradford Corporation Tramways Parcel Express. This municipality carries on in connection with its municipal tramways system a municipal express, and delivery service all over the city. Stamps are sold and motor vans collect the parcels in the centre of the city. From central stations they are dispatched in the vestibules behind the motorman. The parcels are then delivered to various special stations for distribution throughout the city. At the terminus of each route a uniformed agent collects and delivers the parcels. In 1910 this department made a profit of about \$8,500.00. Charges up to seven pounds were four cents, and proportionately up to fifty pounds which cost ten cents. Many shopkeepers have been enabled to dispense with their delivery services and the congestion in the streets has been greatly reduced as has the unnecessary waste involved in various delivery waggons traversing the same routes. Manchester also has successfully organized and operated such a system, but owing to a legal decision that the city had exceeded its powers, this activity in 1906 had to be given up. Quite apart from the legal question in this particular case, it may be doubted if there is sufficient justification for a municipality undertaking such a scheme.

The paving of streets where inspection of the work is difficult by reason of its being quickly covered up, and the contracting for repairs for same which are hard to estimate, seem to be rightly considered as proper municipal undertakings.

## Town Planning.

Town planning schemes have been carried out in Germany for a good many years, and nearly always with excellent results. In England it has only been possible since the Town Planning Act of 1909. So far not very much use appears to have been made of it, and such building schemes as have been carried out can only be described as distinctly unsatisfactory. It is an essentially speculative undertaking, and therefore by its very nature unsuitable for municipal management. Many of our Western Canadian Cities, however, have with much success acquired and managed industrial sites with trackage facilities. With no initial outlay to the manufacturer or shipper Regina serves with spur tracks its whole North section of some 320 acres, and many miles of these tracks are now in use. By the municipalization of this site she has not only been able to attract many industries by granting to them exceptionally favorable conditions, but has the additional advantage of being able to confine all manufacture to one section of the city.

Arrangements for the supply of bread and of milk can probably better be effected by the strict regulation of private industry. Where such services are monopolistic or semi-monopolistic, strict and extensive regulation of such industries becomes absolutely necessary in order to protect the public from encroachment. The possibility of successfully operating a co-operative bakery has been demonstrated in Belgium on a large scale, but in Italy where the bread supply has been to a certain extent municipalized, there undertakings were, in 1906, given up as a result of unfavorable governmental report.

Depots for the supply of sterilized milk for babies is not really a trading enterprise. As sterilized milk is somewhat costly to produce, its sale at remunerative prices would in many cases fail to achieve the object for which it is supplied, because poor people cannot afford to buy it; consequently these undertakings are and should be deliberately subsidized out of the rates.

Germany and France have done the most in the matter of the municipal regulation of meat prices, and most cities of any size own their own abattoirs, which often have stock yards connected with them. In nearly every German town there is a public stall for the sale of inferior qualities of meat, which is organized and managed by the local authority, which sells the meat on behalf of private individuals, the expenses being covered by small commissions from the receipts realized from the sales. The quantity sold to each household is limited. At times high grade meats are sold at public stalls in order to break the monopoly of the guilds of butchers. After a reduction in price



## LANTERN PICTURES OF THE SOLDIERS' RETURN.

Sets of lantern slides are now being lent by the Military Hospitals' Commission, free of charge, to ministers and other responsible lecturers throughout the country. Judging by the demand for the few sets available last season, the greatly improved sets of slides now available are likely to prove still more popular.

The subject is a fascinating one, and it is full of the closest personal interest for every one of us. We all have friends, and some of us have our nearest and dearest, facing the risk of wounds that may at any time send them back to us disabled, even if they have hitherto escaped.

What can be done—and how it is actually being done—to restore these men of ours to health and capacity, to the happiness that comes through self-supporting industry and independence? The answer to these questions is given in the pictures now announced, and in the lectures given to explain them. Full information on the subject, for the lecturers' use, is sent out along with the slides.

The undertaking illustrated in these lectures is one of the most difficult ever forced upon a nation. It is most cheering to see the way in which its difficulties one after another are being overcome by scientific ingenuity.

As many as thirty-four of these sets, each comprising about 100 slides, will be on exhibition this winter. Two sets are being shown by a Canadian Y.M.C.A. representative to our invalided soldiers in England. One set is being exhibited in the United States, by the War Work Council of the Y. M. C. A., one of the many ways in which our neighbours are learning from Canada's war experience. The rest of the slides are located at important centres throughout Canada.

## MUNICIPAL ENTERPRISE.—Continued.

has been agreed upon the sale has generally been discontinued. The difficulties in the local meat trades in continental countries appear to arise from the want of free competition. In Germany, at least, the old guilds are still in existence, and are quite as likely to prove a danger as a safeguard to the general body of consumers. In these guilds the master tradesmen meet together regularly, and have power to restrict entries to the trade. These public stalls are not truly municipal trading, but are merely a means of constituting a policy of control.

### Street Railways.

But the way of the enthusiast for municipalization of public utilities is strewn with thorns amongst the roses, and our councils must step warily. The City of Edmonton's official gazette of April 2nd, 1914, published by the authority of the Municipal Council, pointed out that its railway system had a deficit in operation of over \$400,000.00, and its telephone system a deficit of over \$100,000.00. It must be added, however, that the telephone system is now being operated at an annual profit. In the Edmonton official gazette of April 30th, 1913, Mr. John Chambers, commissioner of operation, stated: "Our present financial condition is not exceptional to all other street railways West of Winnipeg. The systems of Saskatoon, Brandon, Regina, Lethbridge and Calgary, all equipped with modern appliances, operated under the same rate of power charges, are showing deficits. Lethbridge is reported to have lost \$30,000.00 last year. Brandon is losing \$100.00 per day. Extensions are made into sparsely settled territory where they could not pay a fraction of the operating cost." The street railway systems owned and managed by these cities are, however, the only municipally owned public utility which has not been an undoubted success. Brandon and Lethbridge had no need for a street railway, and for them it has been an expensive luxury. The same may probably be said of the City of Regina, where the success of her electric light and power plant, spur sites and waterworks, induced her in 1910 to build a street railway; the residential area of this city is largely within the circle of one-mile from the centre and probably 85 to 90 per cent of her population live within an easy walking distance of their business. In 1915 with no decrease in efficiency, the City of Edmonton reduced her street railway deficit by \$24,000.00, and in 1916 again by \$16,000.00; and in 1916 Saskatoon, for the first time since her street railway commenced to operate, is making it pay a surplus after allowing for sinking fund, interest and depreciation charges. The electric light and power plants of Edmonton, Regina, Saskatoon and Winnipeg are making the citizens of these

## DECREASED CONSUMPTION OF SUGAR WANTED.

The production of beet sugar in France this year has been estimated at only 207,000 tons, as compared with an average annual production during the five years before the war (1909-13) of 752,542. Normal consumption in France is 704,830 tons. The beet sugar production of Italy has also been reduced from a pre-war average of 211,050 tons to 75,000 tons. The pre-war annual consumption of sugar to be imported About 70 per cent. of the supply of the United Kingdom came from countries from which it is now cut off by the war. Great Britain, France and Italy would require to import about 2,700,000 tons before the next crop—and most of it from new sources—if they were to maintain their normal consumption.

But the necessity of conserving supplies of sugar, which was emphasized by the shortage of shipping, has resulted in stern economies among the Allies. Before the war, England had the largest per capita consumption of sugar of any nation—93 1-3 pounds per person per year. This has now been reduced to 26 pounds per person per year, or about one ounce per day per person. In Great Britain prices have now been fixed for jams and jellies. There is no sugar for the homemade product. In France the people are on rations of 1.1 pounds per person per month, while the Government distributes at about 25 cents per pound. In Italy, because of the shortage of sugar supplies, the Government has set a retail price of \$1.25 for a box containing 2.2 pounds. In Germany the present sugar ration is only .77 pounds per person per month. In the United States and Canada the per capita monthly consumption of sugar is about 7.4 pounds.

The Food Controller has asked Canadians to reduce their consumption of sugar by at least 7 ounces per week per person, and, in order to provide larger supplies to meet the necessary requirements of the Allies, a further reduction to 3 pounds per person per month may be urged. Steps have already been taken to curtail the use of cane sugar in candy-making, and the use of sugar or molasses in distillation of potable liquors has been prohibited.

About 50 per cent. of the sugar consumed in North America is imported from Cuba, so that the Cuban product is the dominating market factor. The International Sugar Commission, representing the Allied countries, as well as the United States Food Administration and the Food Controller for Canada, is endeavouring to secure the Cuban production at a reasonable price. By curtailing consumption in this country, so that the necessity of securing the Cuban crop is not so urgent, the people of Canada will be assisting the Sugar Commission, the Allied countries and themselves in obtaining supplies for spring and summer at lower prices than would otherwise be possible.—Food Controllers' Office.

cities practically unanimous in favor of the principle of municipal ownership of public utilities. It is probably unnecessary to add that the exercise of a good discretion at the inception is essential to the success of any municipal enterprise which has for its object the improvement in the living conditions and the comfort of our citizens. It would probably be better largely to rely upon expert external advice.

The regulation of the prices of the necessities of life and of comfort solely by that largely antiquated rule of supply and demand has been outgrown by progressive municipalities, where such necessities or comforts are not open to free and general competition. In many cases prices are controlled by a "gentleman's agreement" or by a regular association of middlemen bound by rules and regulations with a permanent and central secretary. Where such a monopoly or semi-monopoly is suspected a thorough and extensive investigation should be made by aggressive commissioners, and whenever there exists any restriction of trade or control of general prices in any commodity the municipal authority should strictly supervise and regulate. The doctrine of most of our municipal councils in this regard has too long been "laissez nous faire."



## CONVENTION OF B.C. MUNICIPALITIES—

(Continued.)

of land advertised for sale with the sum of \$2.00 for the purpose therein mentioned, and no more. Subsection 6 of Section 36 of the "Land Registry Act" (as enacted by Section 5 of the Amending Act of 1917) provides for the payment by the collector to the land registrar of fees amounting to 75 cents in respect of the notice of sale to be given immediately after the sale. The section also provides that the collector shall include in the amount chargeable against each parcel of land sold for taxes, as part of the costs of the sale, the fees payable in respect of the notice of sale, etc. Legal opinions taken by different municipalities do not agree as to whether the amount to be charged as costs in the tax sale advertisement should be \$2.00 or \$2.75. This matter should be cleared up. Section 248 of the Municipal Act as re-enacted by the 1915 Amending Act in dealing with the notice of tax sale to be advertised, provides that the collector shall state in several columns the names of the assessed persons, a short description of the property, the amount of the delinquent taxes, subsequent taxes (if any), interest to date of sale, and the costs and expenses of such sale. From the wording and punctuation of this section it would appear that the advertisement now contains six columns, and it is to be noted that no mention is made of the total amount due. Section 250 of the Act still provides, however, that the upset price shall be the total amount due in respect of each parcel as set out in the third column of the said notice. In view of the provisions of Section 248, the third column is a very awkward one in which to show the upset prices. Under Section 248 it is also provided that any or all of the lands assessed in the name of and belonging to any person may, at the discretion of the collector, be included in one notice, and may be sold either together or separately as the collector may deem wise. Section 250, Subsection 2, provides that the collector shall offer each parcel of land as described in the said notice separately at an upset price, which upset price shall be the total amount due in respect of each parcel, etc. In view of Section 250, it is not safe to pay any attention to the privilege attempted to be handed out by Section 248 to the poor collector. In view of the technical nature of tax sales, and the care that is supposed to be exercised by municipal officers in their preparation and carrying out, it is a shame that the Legislature of the Province should so hopelessly muddle the enactments governing tax sales as they have done by this year's legislation. These matters should be taken up strongly with a view to getting them set right and some protective clause should be passed next year to prevent the invalidating of tax sales this year by errors in advertisements brought about by the conflicting legislation at present existing. As will be seen from a reference to the various tax sale advertisements in the "B.C. Gazette" there are three or four different forms of notice being advertised.

**"Municipal Act"** Sections 330 and 331.—Under these sections, the council of any district municipality is empowered to enter upon any land and take therefrom all timber, stone, gravel, sand, clay or other material which may be required in the construction, maintenance or repair of any roads, bridges or other public works; compensation to be agreed on between the parties or appraised and awarded by arbitration in the manner directed by Part 15 of the Act. These sections would appear to provide for the taking of necessary materials without notice for use in the case of emergency such as often arises in a district like North Vancouver, where a number of mountain rivers traverse the municipality, but by a decision of the Court of Appeal in the case of "Cook vs. The District of North Vancouver" reported at page 129 volume 16, No. 3 of the B.C. Reports, it is held that before exercising the powers given by these sections, the municipality must give notice of its intention to take and use the materials as provided for in Section 362. This practically nullifies the usefulness of Sections 330 and 331, and this municipality's representatives will urge that the Government be asked to make it clear that the powers given by these sections may be exercised without notice, in which case the question of claims for compensation will be decided by Section 361 of the Act.

Resolved that this be adopted with proviso that registered notice be sent within one month to owner.

**Coal Prices.**—It will be suggested that the Government be asked to empower municipal councils to buy and sell

coal and other fuel, and that they be given power to purchase coal direct from the mine owners at a price to be based upon the cost of production.

Resolved that this be recommended.

**"Municipal Act,"** Section 55a.—This section is enacted by the 1917 Amending Act, and provides for the carrying out of any work for the special benefit of some portion or portions of the municipality and raising the whole or part of the cost by a special rate upon the lands and improvements within such defined portion or portions of the municipality. It also requires the assent of the electors of the portion or portions of the municipality set out in the said bylaw to be given to the bylaw, and in the case of the issuance of debentures to cover the cost, then the whole of the cost is to be borne by such portion or portions of the municipality. This section endeavors to again introduce the government of local improvements into the "Municipal Act." It does not define the status of a loan raised for the carrying out of any work under the section, and is more or less unworkable without considerable elaboration. If this section is allowed to stand, then there is no reason why all local improvement matters should not be covered by the Municipal Act instead of by a separate statute.

Resolved that this be referred to the Solicitor.

**"Local Improvement Act."**—This Act is in a most unsatisfactory condition, and should be entirely repealed and remodelled. Upon attempting to work out a waterworks local improvement under Section 50, it is found to be practically impossible to do anything. The usual local improvement notices cannot apply because one is not able to provide substance for them. It is impossible to see how an assessment roll can be compiled in accordance with the Act or a Court of Revision held. Another question is as to the status of the system after completion, and the rights of the council to regulate the rates, terms and conditions under or upon which the water may be used. The powers in reference to this are contained in the "Municipal Act," and whether they apply to local improvement undertakings is a very doubtful point. In this municipality it is impossible to install a water system over the whole area owing to the mountainous nature of part of the district, and our only method of installing such a system as a local improvement covering the area to be served is under Section 50 of the "Local Improvement Act," and this we are advised is worthless.

Resolved that this be referred to the Solicitor.

### City of North Vancouver.

Recommend that this Council is of opinion that a standard system of municipal accounting should be adopted, and a recommendation to that effect be forwarded to the Union of B. C. Municipalities.

Resolved that this be referred to the Municipal Inspector.

Recommend that in view of the unreasonably high prices of the necessaries of life now prevailing, and which have prevailed throughout the Province for the last two years, this Council is strongly of opinion that, if municipalities had power, under the "Municipal Act," to enter into business both as retail and wholesale dealers, the interests of the public could, to a very great extent, be relieved and protected. Be it therefore resolved: That this Council is of opinion that the "Municipal Act" should be so amended, that municipalities might legally carry on business both as retail and wholesale traders, in all branches of trade, and that copies of this resolution be sent to the secretary of the Union of British Columbia Municipalities for the purpose of obtaining the sanction of said Union, and a recommendation favoring this resolution to be submitted to the Provincial Government.

(Already dealt with.)

### Corporation of Point Grey.

I am instructed by Reeve Fletcher to advise you that the Council of the Vancouver Board of Trade have lately been considering the advisability of the Government instituting a public utilities commission for the Province.

The Reeve is a member of the committee of the board having charge of the matter, and he would be glad if the consideration of the question could be added to Point Grey's list of subjects for consideration at the coming meeting of the Union.

It is likely that the board may appoint a delegation to request permission to attend the meeting of the Union and be heard on the matter.



**CONVENTION OF B.C. MUNICIPALITIES—**

(Continued.)

Resolved that the Executive be requested to investigate and consider the Public Utility Commission with a view to bringing in a report.

**"Municipal Act."**

Thirty-four alterations under the above Act were suggested. Referred to Solicitor to be taken in connection with re-drafting of the Act.

**City of Alberni.**

"That automobiles should be taxed for extra damage done to streets."

"That the city should have the right to make its own legislation in regard to the speed of autos in the city limits."

Resolved, that this Convention of the Union of British Columbia Municipalities asks that legislation be enacted enabling cities and municipalities to levy special taxes upon motor trucks, and to prohibit the operation of such vehicles not paying such tax or not so taxed, upon all or any of the streets or roads within such city or municipality. All owners of motor trucks to be obliged to register the unloaded weight of such vehicles with an official of the municipality duly appointed by the Municipal Council.—Carried.

**Corporation of the District of Matsqui.**

That Section 199 of Chapter 52 (1915-1916), is hereby amended by inserting after the word "value" in the second line, "as agricultural land, as residential property, as business and industrial sites."

This is covered by the present Act.

That Section 201 of Chapter 52, Municipal Statutes, 1914, be amended by adding after the word "altogether" on the sixth line, "that farm land improvements be exempt from taxation."

Moved by Reeve McCallum, seconded by Councillor Owen and carried.

That Section 201 of the said Act be amended by inserting after the word "altogether" in the sixth line thereof the following: "provided that improvements made by clearing, dyking, draining or cultivating the soil shall be exempted altogether."

**Address by Senator Planta.**

The Hon. A. E. Planta, Third Vice-President of the Union of Canadian Municipalities and representative of the Canadian Union to the 13th Annual Convention of the Union of British Columbia Municipalities, addressed the Convention.

I had the honor and pleasure of attending the Annual Convention of the Union of Canadian Municipalities held in the City of London, Ontario, in August last, and was honoured by being elected to the position of Third Vice-President, which I regarded as an honour to the Province of British Columbia and myself.

I am glad to be able to inform you that the next meeting of the Union of Canadian Municipalities will be held in Victoria, and I have no doubt on that occasion the municipalities of British Columbia will be well represented.

I can well remember the year in which the organization in this Province was founded. At that time there were great misgivings as to the necessity and usefulness of such an organization. It was some time before we managed to show the authorities that this organization was not only of great benefit and use to the Municipalities, but also to the Government, and to-day we receive the hearty co-operation of the Government in our work. It is desirable that all Provincial organizations should affiliate with the parent body. Co-operation is very necessary if we are going to accomplish that which we undertake to do.

During the past session of the House I saw the need of the municipal co-operation in Ottawa, and if it had not been for the interest taken by the Canadian Union or their representatives in watching legislation many matters would have passed which would not have been to the best interests of the Municipalities. For instance, when the Bell Telephone Company and the Hydro-Electric Company sent some of the ablest lawyers in Canada to present their case to the Legislature, if I had not heard the other side presented by the Municipalities I would have believed that the private corporations were unfairly treated. You must have both sides of the story in order to judge.

The time is coming when we in British Columbia must seriously take up the question of the ownership of Public

Utilities. The cities in the East have demonstrated that municipalities can own and operate public utilities profitably and satisfactorily, and at a very great saving to the people. What they can do there, can be done here. We have power within ourselves and it is only a matter of time when that can be utilized for the public good.

I would like, as Third Vice-President of the Union of Canadian Municipalities to extend greetings to the Union of British Columbia Municipalities, and I trust that your deliberations will be of great benefit to the Province and the Municipalities which you represent.

Acting President, Reeve Bridgeman, thanked Hon. A. E. Planta for his address.

Moved by Alderman Gale, seconded by Councillor Purdie, and carried, that the visit of the Hon. A. E. Planta be minuted, and that a letter be forwarded to the Union of Canadian Municipalities, expressing the good wishes of the Union of British Columbia Municipalities.

**Tuberculosis Cattle.**

Moved by Alderman Wright, seconded by Alderman Irvin, and carried,

That whereas it has been brought to the attention of the Council of the City of North Vancouver, that cattle which have reacted to the tuberculin test and condemned have subsequently been sold for human consumption;

And whereas upon taking this question up with the Provincial Health Department, we find that this is the practice to the extent that where upon examination it is found that the animal is only slightly infected it is left to the discretion of the Government Inspector to say whether or not such animal shall be offered for sale for human consumption.

Be it therefore resolved that in the opinion of the Union of British Columbia Municipalities this practice is calculated to seriously jeopardize the public health, and should be vigorously condemned, and we recommend that the Health Act be so amended as to provide that where cattle have reacted to the tuberculin test, no matter how slightly such animal may be affected, it shall be illegal for such animal to be subsequently offered for sale for human consumption.

**Shipbuilding a National Industry.**

Moved by Mayor Vance, seconded by Alderman Wright, and carried,

Whereas in view of the tremendous loss in tonnage, during the present war, it is in the highest interest of the Empire that every assistance possible should be given by the Dominion Government to the building of ships.

And whereas in view of the revival of that industry in British Columbia, and the consequent demand for steel and steel ship plates, and the impossibility of securing them from Eastern steel plants in sufficient quantities to allow the building of ships to be proceeded with continuously; and the consequent hampering of the industry by reason of the limited supply of these commodities, the time has arrived when a steel plant should be established in this Province to supply the demand occasioned by the said industry, and that in order that such a plant be established, that inducements by way of bonus or guarantee of debentures, should be granted by the Dominion Government.

Be it therefore resolved that the Union of B. C. Municipalities place before the Provincial and Dominion Governments the urgent necessity for the immediate establishment of such a plant within the Province, and that the Dominion Government be asked to give aid by way of bonus, subsidy or guarantee of debentures of any companies establishing such plants, and that the same be placed before the Provincial Government, and it be requested to urge upon the Dominion Government the necessity of such a plant being established. Failing satisfactory arrangements being made with a private company that the Dominion Government at once proceed with the erection of a plant as a Government undertaking.

That night lettergrams be sent to Premier Borden and Premier Brewster.

**Victoria.**

Re Section 223a (as enacted by Section 46 of 1917 Act) relating to reduced assessment of horticultural or agricultural land.

The City of Victoria having represented that this Section was inserted in the Municipal Act without its knowledge or concurrence, and that the operation thereof may very seriously affect the city's finances:



**CONVENTION OF B.C. MUNICIPALITIES—**

(Continued.)

Resolved that this Convention will endorse and support any application of the City of Victoria to exclude the said city from the operation of the said Section.

Resolved that this resolution be recommended.—Carried.

**Corporation of the District of North Cowichan.**

Whereas it is at this time, and still more in the future, necessary for the Provincial Government to raise a fair share of taxation from every available source of revenue.

And whereas the Esquimalt and Nanaimo Railway Company hold large areas of land which are not taxed, or practically not taxed, notwithstanding that the railway works in respect of which these lands were granted have since been transferred to the Canadian Pacific Railway Company,

And whereas the Railway Company reserve certain mineral rights in the land they transfer to private persons, and otherwise make arbitrary reservations in the form and conditions of all of their Deeds of Sale, and besides hold up their lands generally at prices which are retarding the development of Vancouver Island.

Be it resolved, that the Union of British Columbia Municipalities respectfully urges upon the Government of British Columbia to take such steps as they in their wisdom shall deem fit in order to bring these lands, and all other railway lands, held under similar conditions, under the same conditions of taxation as lands which are held under private ownership; and further to compel the Railway Company to adopt a fair and proper form of Deed of Sale; legislation concerning Deeds of Sale to be retroactive in its character.

And that a copy of this resolution be respectfully submitted to the Premier, to the Minister of Finance, to the other individual members of the Executive Council, and to all the Vancouver Island members of the Provincial House as the Executive Board of the Union or the secretary may so decide.

This resolution was endorsed by the Convention.

**City of Port Alberni.**

**Re Loans from Banks.**—That Subsection 2 of Section 134 (as amended in 1916) be amended by substituting the word "or" for the word "and" in the sixth line thereof.

(The subsection now reads "The Council .... may .... set aside as security for the payment of such mone ythe whole or any part of all unpaid taxes assessed or levied in any prior years, and the whole of the taxes for the current year or such part thereof as may be considered expedient .....")

Resolved that this resolution be recommended.—Carried.

That Subsection 3 of Section 245 be repealed, substituting therefor an addition to Section 238 calling for a statement of amount of delinquent taxes (if any) on the annual tax notices.

Resolved that this resolution be recommended.—Carried.

The following resolutions were passed:

Whereas, in the opinion of this Convention of the Union of British Columbia Municipalities, the Provincial Government collects certain taxes within the Municipalities and cities which in whole or part should belong to the revenue of such Cities or Municipalities.

And whereas, at the past Provincial Session further such taxes were authorized in spite of the protests of individual cities and communities.

Be it resolved, that a committee be appointed, consisting of the entire Executive Committee, the Solicitor of the Union, Alderman Gale of Vancouver, and City Comptroller Raymour, of Victoria, with instructions to investigate this whole matter, and to prepare a written statement thereon, and to make such recommendations and demands in connection therewith, to the Provincial Government, during, or previous to, the coming Session, as the said committee may consider fit.

Resolved that this be recommended.—Carried.

**To the Lieutenant Governor in Council:**

The humble petition of the undersigned representatives of the various municipalities set opposite their respective names, Showeth:—

That whereas by an amendment to the Taxation Act passed in the year 1913, the real and personal property of city and district municipalities, situate outside of such municipalities, was made liable for taxation.

And whereas this tax presses very heavily upon those municipalities owning and operating public service util-

ties such as water works, electric light and power plants and transmission lines.

And whereas these public services as operated by the municipalities concerned, are actual necessities for the people and by reason of the fact that we have largely provided for the needs of the future, which now seems far off on account of the war, the work is in a number of cases carried on at a loss.

Therefore, your petitioners humbly pray that the operation of this amendment may be suspended during the continuance of the war, and a reasonable period thereafter, so that these services may have a chance to be put on a self sustaining basis.

And your petitioners, as in duty bound, will ever pray, etc.

Moved and seconded that the Union of British Columbia Municipalities endorse the above petition, and that the executive be instructed to place same before the Provincial Executive.—Carried.

Moved by Municipal Clerk Blandy, seconded by Mayor Exton, and carried, that in the proposed redrafting of the Municipal Act, provision be made for curtailing the expense of advertising tax sales.

**The Victory Loan.**

Moved by Alderman Lynch, seconded by Mayor Vance, and carried, that the Secretary of the Union of British Columbia Municipalities wire the Minister of Finance at Ottawa suggesting that the Municipalities of British Columbia are glad to assist in the flotation of the new Dominion Loan; but we are opposed to the principle of the payment of commission to brokers, fiscal agents or banks, And we appeal to you to give the Municipalities of British Columbia the privilege of investment of their Sinking Funds direct with Ottawa, and if commission must be paid to others in connection with the flotation of this loan, the same percentage of commission be allowed to the municipalities so investing.

**Tax Sale.**

Moved by Reeve Fraser, seconded by Councillor Webb and carried. Whereas under the conditions presently existing, many parcels of land have fallen and will doubtless continue to fall into the hands of Municipal Corporations in British Columbia, at tax sales of land for delinquent taxes, and

Whereas the possession of such lands by Municipal Corporations reduces the assessed valuation of taxable lands in such municipalities, and

Whereas it is desirable and expedient that such lands should become revenue producing, and

Whereas it is desirable and expedient that the title to such lands should remain in the Municipal Corporations concerned, and that such lands should be leased by the said Municipal Corporations.

Therefore, be it resolved: That the Provincial Government be requested to bring in such legislation as may be necessary in order that lands acquired by Municipal Corporations at tax sales, may be vested in Trustees, such Trustees being the Reeve or Mayor, as the case may be, with the Clerk and Treasurer of the Corporation, for the time being.

And that copies of this resolution be sent to all Municipalities and the same discussed at the next Convention of the Union.

Moved by Alderman Lynch, seconded by Alderman Gale, and carried. Resolved: That this Convention of the Union of British Columbia Municipalities protests against the action of the Provincial Government in levying what is known as the Amusement tax, as this Union is of the opinion that if such a tax is justified, then, the collection thereof and the revenue therefrom rightfully belongs to the cities and municipalities in which such places of amusement are situated. And that the Provincial Government be requested to refund to the cities and municipalities all Amusement Taxes collected, and at the coming Session to repeal the Amusement Tax Act.

Further, the Union is of the opinion that the present Act works a hardship upon the theatres and inflicts an extra burden upon the citizens.

**Report of Auditors.**

Your Auditors beg to report as follows:

(1) That the secretary-treasurer's statement of account has been checked and found correct, according to the figures and documents available to the Auditors.



**CONVENTION OF B.C. MUNICIPALITIES—**

(Continued.)

- (2) The balance cash in hand at date is as follows:  
 Cash in Bank—less cheque outstanding..\$252.20  
 Cash in hands of secretary-treasurer . . . 65.00

JAMES GREIG,  
 J. S. FLOYD,  
 Auditors.

Resolved that Auditors' Report be received and adopted.  
 —Carried.

**Report of Constitution Committee.**

Councillor Loutet, Chairman of the Constitution Committee, brought in the following:

Clause 8b.—That the Reeve or Mayor of the Municipality in which the convention is held shall be ex-officio a member of the Executive for that year, and additional to the number authorized by Clause 8a.

3. (1) but may be selected only from those who were delegates to the previous convention.

That all matters for consideration of the Convention in the hands of the secretary thirty days prior to the meeting be forthwith printed and forwarded to the various municipalities.

That the Annual Convention shall be held some time during the months of September or October.

The exact date to be fixed by the Executive Committee, and notice of the date to be communicated to the membership of the Union previous to the 30th day of June in each year.

Moved by Alderman Gale, seconded by Councillor Purdy and carried, That the report of the Constitution Committee be received and adopted.

Resolved that the expenses of the solicitor and the secretary-treasurer to this Convention be paid; that the solicitor be paid \$500 and the secretary-treasurer \$300 for their services.

Votes of thanks were passed to the following: Resolution Committee; Chairman Bell and the Municipal Committee of the House for courtesies extended; F. A. McDiarmid, Solicitor, U.B.C.M.; R. Baird, Municipal Inspector; Vice-President Bridgeman; Secretary-Treasurer, Ex-Reeve Bose; President, ex-Mayor Smith of Vernon; Miss Booth, stenographer.

Penticton was chosen as the next place of meeting.

**Nomination for President for 1918.**—Vice-President Reeve Bridgeman being the only one nominated, he was duly declared elected.

**Nomination for Vice-President.**—Reeve Fraser being the only one nominated, was duly declared elected.

**Nomination for Secretary-Treasurer.**—Ex-Reeve Bose wishing to retire from the office, Mayor Gray, of New Westminster, being the only one nominated, was duly declared elected.

Mr. F. A. McDiarmid was again appointed Solicitor for the Union of British Columbia Municipalities.

It was duly resolved, that in recognition of his past services as the first Secretary of the Union, Mr. H. Bose be elected a Life Member of the U. B. C. M.

The following were elected as the Executive for the following year: Mayor Todd, Alderman Gale, Mayor Miller, Mayor Dill, Reeve Borden, Mayor Shatford and Reeve Wark.

A subscription was taken up for the Local Tobacco Fund for B. C. boys at the front, which reached the sum of \$41.00.

"GOD SAVE THE KING."

**FIGHTING VENERAL DISEASES.**

The Health Department of Baltimore, Mr., is posting placards in hotels, bath houses, railway stations and other public places warning the public against quacks, advertising doctors and patent medicines in the treatment of venereal diseases, and pointing out that expert medical advice can be had free at several dispensaries throughout the city. Many factories, stores, barber shops and theatres are also displaying these placards.

**THE DAWN OF A NEW PATRIOTISM.****A Training Course in Citizenship.**

For many years we have been calling for some one to compile a text book on Citizenship, one that would be suitable for use in Schools and Colleges. In "The Dawn of a New Patriotism," we have not only a suitable text book for schools and colleges, but a valuable hand book for literary and debating clubs; in short a text book on government that should be in the hands of every thoughtful person. Mr. Hunt claims "no originality of thought or expression." That may be so, but the arrangement of the matter is the very essence of originality.

The substance of the book is a brief history of the struggles of the people of Great Britain for democratic government, and presents capital lessons for Canadians of today. At the end of each chapter are outlines for discussion, subjects for debate, with argument for and against, and outlines for an address. The volume closes with a list of historical novels, covering the important periods of English history.

The following quotations will give an idea of the contents:—

"Democracy requires that the people exercise supreme control over the government, Cabinet Ministers and Members of Parliament being simply agents of the people, and at all times accountable to them."

"The ultimate security for democracy lies in a community conscience, which recognizes that there is a law of right and wrong which is not man made, which is as independent of human wills as is the law of gravitation."

"The present generation has not heretofore made the 'sovereignty of the people' such a dominant power in the conduct of public affairs as successful democracy requires. Prosperity, opportunity, and selfishness enticed the people into the broad, speculative highways that were supposed to lead to private wealth, and in the mad rush to get rich, public duties were in many instances neglected or improperly performed, while the community conscience was lulled into quiescence under the soothing influence of easy money, comfort, and pleasure."

"It is acknowledged that the chief safeguard of democracy is universal education, and education in its final analysis is only thought—every man and woman is either self-educated or never educated at all. All education by the state has for its primary object the making of good citizens, but for some time past there has been a growing demand for a special study of those subjects that relate directly and particularly to government and the duties of citizenship—in other words, that citizens should be taught to think about their duties and responsibilities."

"While this book is adapted for the use in our public schools and colleges, it is also intended for the instruction and inspiration of the men and women who are now in possession of the franchise. The cultivation of good citizenship provides common meeting ground for all sections of the community.

"If there is in existence in the community a suitable organization such as a Canadian Club, a Literary Society, a Citizen's Club, a Homemakers' Club, or a Local Union of the Farmers, advantage may be taken of such organization to introduce this book as the basis for a series of studies, discussions and entertainments.

"Freedom is not guaranteed to us. Every generation must fight for it, and every individual must win it for himself, and it is in the struggle that good citizenship is developed."

"Democracy, is a government, in which every man, by virtue of his manhood alone, has an equal voice in the common affairs of the common country."

"Democracy also stands for the economic freedom—the duty of the state to preserve an economic condition that will afford opportunity to every honest and willing worker to gain a fair and equitable living."

"Remember, for this is the kernel of the matter, that the theory of democracy assumes a far higher level of good sense, judgment, honest purpose, and devotion to the public welfare in the citizen of a free country than is either looked for or needed in the subject of a despotic monarchy or of an oligarchy."—G.S.W.

By John D. Hunt, Clerk of the Executive Council, Alberta.  
 Second Edition. Published by The Macmillan Company, Toronto. Price \$1.25. Postage 15 cents.



## Civic Affairs in Manitoba

H. E. MORTON.

### Winnipeg.

Civic Winnipeg closed the year of 1917, and opened the year with nothing big or startling, yet with many little things of municipal interest.

One was, should the city pay taxes on land acquired in outside municipalities for the use of their utilities, such as quarries, waterworks and power line, from several of which it derives an income. The question was debated for over an hour at a recent meeting of the City Council, and pending consultation with the city solicitor, West Kildonan, Rockwood, West and East St. Paul—all nearby outside municipalities—will go short of taxes to the extent of \$2,247.18. The consensus of opinion seems to be that while the city is not actually liable, inasmuch as land so acquired becomes part and parcel of Winnipeg, the city is morally liable, and outside municipalities can ill afford to lose revenue which they have received for years.

### Sunday Trading.

The Lord's Day Alliance is just now very active in the city, and is making new efforts to have Sunday trading entirely abolished. Sunday concerts for patriotic purposes are to come in for investigation, it being asserted that the patriotic plea is very often an excuse to raise money which does not reach the announced source. At the annual meeting of the alliance held here towards the end of December it was declared by the Rev. J. S. Watson, that many of the smaller stores were in the habit of doing their largest business on Sundays, cloaking sales behind soda fountain or cigarette license. To remedy the situation a committee was appointed to wait upon the attorney general and the police commission. While the objects of the Alliance are without doubt well intended, also calculated to give that rest to workers to which they are justly entitled—apart from the religious aspect, Winnipeg at the present time is far ahead of many other Canadian cities in Sunday legislation, and it is a case of searching for trouble to try and hit on offenders, the streets on Sundays between church hours, especially during the winter, being more deserted than those of any other city of its size on the North American continent.

The statement was recently made by Mayor Davidson that some of the city departments were too near the danger line in expenditure. Be this as it may, it was within the recollection of his hearers that when the estimates for the fiscal year 1917-1918 were sanctioned, they were cut down considerably on those of the previous year, so that one hundred dollars over expenditure here, or one hundred dollars over expenditure there, cannot be too harshly condemned, while as a matter of fact several departments had not over-spent at all, but had, as the Mayor said, run too close to the danger line, a situation that would be accepted with pleasure in many other Canadian cities. On the other hand the light and power department and water works department, two of the few revenue bearing departments of the city, continue to show good progress. In a financial statement of the latter recently submitted to the Board of Control, the operations proved most satisfactory, the surplus for the seven months ending October 31st, showing a surplus of \$36,877.20. A system started by the present board in 1916 is showing excellent results. Each department is obliged to submit to the board before the 10th day of every month a statement showing expenditure compared with the appropriation for the particular month in question, and the expenditure for the months expired to date, together with the appropriations to date and the balance standing to the department's credit. In this way the board is in close touch with and has direct control over the expenditure, and therefore able to "call the halt" or give more latitude, whichever it may think justified.

It is very probable that legislation will be asked for by the Union of Manitoba Municipalities at the next session of the Manitoba Legislature, to exempt, or in some way to protect, the property of those soldiers who have gone overseas. While the result of such legislation would be to increase the taxes of the people at home who already contribute largely through the provincial patriotic tax, the course is generally approved. It is certainly hard and poor appreciation for a man who has been fighting in the trenches, to find when he arrives home a large bill of taxes against his property, yet under existing legislation it cannot be avoided.

The report of Winnipeg's hydro-electric department for the month of October just issued brings the total surplus to date to \$144,537.69, after providing for operating expenses, interest on debentures, depreciation, etc.; the revenue for the month being \$91,907.75, compared with \$84,640.97 in expenses. At the present time, extensions to the big plant at Point du Bois are being carried out at a cost of approximately \$185,000, and the city is safeguarding itself for the future and the extra current it is year by year called upon to supply. The light rate is still the lowest on the North American Continent, viz.: three cents a kilowatt.

### Brandon.

In Brandon, Manitoba's second city, the placing of the date for the municipal elections two weeks earlier than usual proved a decided success. In the first place the weather was not so severe, as on the date previously set, viz.: the third Tuesday in December, and what is more important, the election did not interfere with pre-Christmas festivities. The mayor, council and school trustees did not have to assume their duties until this January 2, so that no confusion was created.

Despite the unprecedented conditions, Brandon continues to go ahead. Taxes paid to date are considerably in excess for the corresponding period of the previous year, a fact which is most gratifying to the council and officials. For a city of its size, Brandon also came well to the forward in the Victory Loan, and promptly on the receipt of the news of the terrible visitation in Halifax, the council met in special session and voted \$3,000, which is being further supplemented by a voluntary subscription opened by the city treasurer, and which has already assumed large proportions.

Mayor Cater, who was re-elected, in a resume of the year's activities, recently said: "While we commence the activities of 1918 under such favorable conditions, there should be no excuse for extravagance and unnecessary expenditure. That the effect of the booms in western cities is now being felt more keenly than at any time since the depression set in in 1913, is shown by the financial condition of some of our western neighbours. Anywhere that expenditures can be made which will have practical results, they should, however, be undertaken as soon as possible."

The establishment of a suburban park at the experimental farm and the extension of the street railway is to be brought before the council at an early date, and a report is being prepared by the superintendent of waterworks with a view to extending the water system to outlying buildings, including the asylum for the insane.

### St. Boniface.

"Inaccurate," "misleading," and "not based on investigation of facts," were the epithets applied by J. B. Cote, city clerk of St. Boniface, Manitoba, and Alderman J. A. Marion, to the statements made by J. B. Lauzon and Alderman Leck at a meeting of the St. Boniface ratepayers held in December at the St. Boniface city hall, by which they cast the city into the rank of near-bankrupt municipalities and severely criticized the taxation system in vogue.

"As to Mr. Lauzon's statement that the city is on the verge of bankruptcy, a scanning of our financial statement would soon remove that impression," said Mr. Cote. "We have increased our sinking fund by \$259,804.14, since 1915, and our assessment has dropped from \$26,000,000 in 1915 to \$16,000,000 at the present time. It is true that our taxation has increased, but when the assessment goes down the mills go up." Alderman Marion agreed with Mr. Cote, saying, "There is enough cash in the city's coffers to pay off all the debentures maturing the next 18 months. St. Boniface issued its first debentures in 1882, and never since that time has a St. Boniface debenture or coupon been turned down."

Taken altogether, things in Manitoba seem on the up-grade. The winter is here with its bite, but farmers are enjoying the fruits of their labour and good prices—optimistically looking forward to the coming spring. Trade is good in the cities; payments are being made as they were never made before; taxes are rolling in, and 1918 is expected to put even its illustrious predecessor in the shade.



**PROPOSED UNION OF RAILWAY LINES.—**

Continued from page 14.

**Columbus.**

A large union through terminal has been built at Columbus owned by the Pittsburg Cincinnati Chicago and St. Louis Railway and by the Cleveland Cincinnati Chicago and St. Louis Railway jointly. There are in all six railways using this terminal at which 34 originating and 35 terminating trains are handled per diem. The trains terminating are broken up with yard engines, and each tenant company has its own engines which take its trains to its own separate sorting and storage yard.

**Harrisburg, Pa.**

Another large through terminal is that at Harrisburg where 52 through trains, 47 originating and 45 terminating per day are handled.

**Chicago.**

The railway situation has given considerable trouble, and been the means of wasting millions of dollars. Several schemes have been planned for unifying the railway system and the construction of union passenger and freight yards. One scheme which was prepared and which would require the co-operation of 25 railroads at present using 6 terminals was estimated to cost \$200,000,000.

The above examples are only quoted to show that eventually cities and railway companies are put to enormous expense to rectify mistakes of the past after the public have endured for a number of years considerable inconvenience and expense.

It is not intended at this time to urge the erection of union depots and freight yards, but your Board is respectfully requested to order the future development and extension of the railway systems in Saskatoon so that the above proposals will be eventually consummated.

It is, however, strongly urged that the Board make an Order for the immediate improvement of the railway facilities in Saskatoon by the construction of the following lines at an estimated cost of \$120,000—

- (a) Connecting the G.T.P. Railway with the C.P. Railway west of Floral.
- (b) Connecting the C.N. Railway with the G.T. Railway at South Saskatoon.
- (c) Connecting the three railways with a loop line immediately west of the city limits.
- (d) Connecting the C.N. Railway tracks with the C.P.R. tracks at the Diamond near the north city limits.
- (e) Establish union tracks where the three railways pass through the city on the site of the present C.P.R. tracks and running rights for the G.T.P. Railway passenger trains over the C.P.R. tracks west of Floral and the same rights for the Canadian Northern Railway passenger trains over the G.T.P. tracks west of South Saskatoon.

The above connections will enable—

- (a) Trains on the G.T. Pacific Railway travelling east and west to pass through the centre of the city;
- (b) The whole of the passenger traffic being handled at one union depot;
- (c) The elimination of the Regina Branch of the C.N.R. line between the city and South Saskatoon.

An appeal is made to the Board of Railway Commissioners for its assistance and authority in this matter so that the city can be economically developed in accordance with a plan which will be prepared under a Town Planning Act to be passed at the next Session of the Legislature. Unless the railway development is decided upon and fixed, it will not be possible to develop the city upon proper lines, as the railway exit and entry both for passengers and freight will control the design of main arterial roadways, industrial, wholesale and residential centres.

**SASKATOON CO-OPERATING WITH FOOD CONTROLLER.**

Dr. A. M. Young, Mayor of Saskatoon, recently telegraphed to the Food Controller, stating that he and Dr. J. G. Rutherford, Chairman of the Alberta Branch of the National Committee on Food Resources, had met with the bakers, who agreed to co-operate fully with the Food Controller in any measures which may be necessary to limit the use of white flour or sugar, in bread-making.



**DR. T. COSTELLO.**  
Re-elected to the Mayoralty of Calgary, Alta.



**CLINTON ROGERS WOODRUFF,**  
Secretary National Municipal League, who recently gave a paper on Municipalities After the War.



**T. L. CHURCH, K.C.**  
Re-elected Mayor of Toronto for fourth time.



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## Municipal Finance

By JAMES MURRAY.

### THE NEW ORDER IN COUNCIL.

By an Order-in-Council dated December 22, no municipal issues will be allowed on the Canadian market without the certificate of the Minister of Finance. This order, of course, will restrict a number of municipalities that were thinking of putting out new issues to meet bonds coming due this year, as no doubt the object of the order is to keep the Canadian market as exclusive as possible for War issues. There can be no exception to this for funds must be found to carry on the war, and the markets of Great Britain and the United States are practically closed to anything outside their own issues. This means that some close financing must be done this coming year by the councils, and in a number of instances, the banks will be called upon to help. The suggestion from some quarters that taxes should be raised is hardly a good one at this time when conditions are so uncertain, but on the cessation of hostilities there is absolutely no reason why an increased taxation for local administration should not take place. As already pointed out in these columns municipal Canada up to now has been lightly taxed and should be able to stand much more before it feels any real pressure.

### ALLOWING INTEREST DATES TO PASS.

It came to our notice recently that a certain municipality had allowed its interest date to pass. On making enquiries it was found that the difficulty had been caused through the changing of the bank, and on bondholders presenting their coupons to the municipality's old bank they were returned N. S. F. The foolishness of changing banks without first leaving sufficient funds in the first bank to meet contingencies, such as interest that may be immediately coming due, is obvious and our reason for mentioning the matter in these columns is that more than one municipality have made the same stupid mistake, which may not be very serious in itself but certainly lowers the credit of the municipality in question, and has a bad effect on the standing of municipal Canada as a whole. One of the boasts of Canadian bond dealers when placing Canadian municipals on the American market is that the municipalities of this country never go back on their bonds. It is up to every council to live up to that boast.

### MERGING OF SAULT STE. MARIE AND STEELTON.

The city of Sault Ste. Marie and town of Steelton merged into one municipality on New Year's Day, retaining the name of Sault Ste. Marie. On September 25th last the ratepayers of both municipalities voted in favor of amalgamation.

Mayor F. E. Crawford, of the Soo, has been elected mayor for the new city by acclamation.

The population of the new city is about twenty thousand, of which the Soo contributes 14,500. The assessment totals over nineteen million.



### A TENANT'S TAX.

Some time back, as mentioned in these columns at the time, the City of Outremont council put into force a tenant's tax which was objected to on the ground that it discriminated in favor of occupants who were property owners. The by-law, under which the tax was enforced, was based in the clause in the Quebec Cities and Towns' Act dealing with the taxation of tenants, so that the Council had to accept the whole of the clause, with its defects, or leave it alone. The Council realizing the value of a tenants tax but determining to have a more equitable adjustment of its application has already asked the legislature to amend its charter so that all occupants may be taxed. An interesting phase in connection with this tenants tax in Outremont was the keen interest taken by the citizens, who are mostly tenants, which goes to show that the surest way to create interest in civic affairs in Canada is to directly touch the pockets of the citizens.

### WINNIPEG MUNICIPAL HOSPITAL COMMISSION.

Winnipeg's municipal hospitals' commission appeared before the Board of Control recently asking for a supplementary appropriation of \$50,000 to meet its deficit for the balance of the current year ending May 1. The amount spent during the last six months was \$115,066.25, while the total appropriation for the year amounts to \$181,400. This would result, taking as a basis of expenditure that of the last six months, is a deficit of \$49,332.50. It was pointed out that the extra expenditure of \$14,928 to date was directly traceable to the large increase in the price of all commodities. Coal, the commission said, had increased 46 per cent.; meats, 16 per cent.; groceries, 21 per cent.; bread, 31 per cent.; milk, 21 per cent., and labor 8½ per cent. over the prices paid during the previous year. The amount of treatment given by the hospitals during the last year has been 22 per cent. higher than ever before, and during the last six months over 30 per cent. more than during the corresponding period of 1916. Although the Board of Control has adopted as its policy the reduction of expenditures everywhere where possible, the request, owing to its source, will be carefully studied and given all consideration.

### ROYAL BANK REPORT BEST IN HISTORY.

The Royal Bank of Canada, in its Annual Statement for the fiscal year ending November 30th, 1917, makes a most striking and valuable testimonial to the remarkable strength of Canada's financial position. For many years past the giant strides made by the Royal have, perhaps been one of the outstanding features of the expansion enjoyed by our larger Canadian banks.

Steadily the Royal has strengthened its general organization in every part of the Dominion, and gradually the benefits of this organization have manifested themselves into a larger proportion of increased business that has come its way. While growing by leaps and bounds, the direction and management seem to have centred their attention on the maintenance of a position of almost unnecessary security. Canada, however, has been confronted with unprecedented problems during the war period, and undoubtedly many dangers have been avoided because the leading banks have kept themselves in such exceptionally strong and liquid shape as to probably meet any situation that might arise.

Another special feature of the statement this year is afforded by the accounts indicating the manner in which the Royal has come to the assistance of the Dominion and British Governments in the handling of the large financing arising out of the conditions caused by the European war.

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#### FOOD CONTROLLER'S REPRESENTATIVE IN NEW YORK.

Mr. J. R. Bruce, agent of the Royal Bank of Canada in New York, has been appointed by the Food Controller to represent Canada's interests before the International Sugar Commission which is now sitting at 111 Wall Street, New York city.

#### PRODUCTION OF HOGS.

As a result of co-operation between the Food Controller and the Federal Department of Agriculture, the farmers throughout the Dominion have been informed of the necessity of increasing the production of hogs in Canada, and campaigns have been launched in every province under the direction of the Provincial Department of Agriculture.

#### WEAKNESSES IN TAXATION.

Weaknesses in the taxation system are found—chargeable in large measure to the State laws. After condemning the practice of appraising land values not oftener than once in four years, the social surveyors point out as another fault calling for correction the practice of assessing real estate very far below its market value. In Springfield and Sangamon County, assessments averaged only 20 to 23 per cent of actual value.

The difficulty of maintaining a uniform ratio between assessed valuations and cash value, as one piece of property after another is assessed, is recognized throughout the country; and this local under-valuing practice adds further complications. The result is not only differences in the proportions of value assessed against different classes and pieces of property and against different individuals and classes of persons, but also differences in the standards applied in assessing property in the various townships. Such lack of uniformity necessarily means much unfair shifting of tax burdens. A new law requiring that real estate be assessed all over the State at from 90 to 100 per cent of actual value is strongly recommended.

Other recommendations designed to increase efficiency at reduced cost are the organization of a central purchasing bureau, the installation of cost-accounting in the city, more attention to fire-prevention, simplification of elections, better account-keeping and budget-making by the county.

Previous reports of the "Springfield Survey" have taken up in detail separate departments of public work having to do with schools, corrections, public health, public recreations, labor conditions, charities, and care of the mental defectives. They all aim to point out ways of eliminating government wastes and of improving the public service.—From the Springfield Survey, III.

#### RAILWAY EMPLOYEES AND VICTORY LOAN.

One noticeable feature of the Victory Loan campaign was the surprisingly large contribution made by many of the railway employees. Conductors put down their names for \$500 without a murmur, some even wishing to pay cash instead of taking up the bonds on the instalment system. So, too, with the engineers and mechanics, and in a lesser degree with the trainmen and firemen. The reason is that the railway employee was never so well paid as he is to-day, indeed he is better off even than the munitions worker, as his income is not of a temporary nature, but he has the further advantage of pass privileges for his family and of a pension when he gets to be too old for service.

Three hundred dollars a month is quite a common pay cheque to be drawn at the end of the month by a Canadian locomotive engineer, who earns more than many a captain of an ocean-going liner, and sometimes \$350 is touched. The conductors range as a rule from \$200 to \$250 a month, sometimes more and sometimes less. Almost as well paid are the firemen on the western divisions who earn from \$150 to \$230 per month. The stoker on board ship, who earned as much, would think the world has reached the millennium. Section foremen, who have special additional privileges of houses at nominal rents, free fuel, market passes for their wives and free land for gardens, earn from \$80 to \$110 per month. With these conditions in view, the contributions to the Victory Loan by railway employees are less surprising.



**BANK OF MONTREAL REPORTS ASSETS IN EXCESS OF \$400,000,000.**

**Following 100th Anniversary, Bank Makes History by Establishing New Records in all Principal Accounts—Liquid Assets Equivalent to More Than 75 Per Cent.—Deposits Continue to Expand Steadily.**

The Bank of Montreal, following its 100th anniversary, came out with its strongest statement, which establishes new high records in all principal accounts.

The position shown by an examination of the statement for the fiscal year ending October 31st, 1917 is as remarkable as it is reassuring.

Hand in hand with tremendous gains in assets—making it possible for the Bank to report total assets in excess of four hundred million dollars (the first time such a figure has been reached in Canadian banking) it has developed a position of still greater strength as represented by liquid assets equivalent to over 75 per cent. of liabilities to public. At the same time the various accounts reflect the large and important undertakings, in connection with the war, which the Bank is carrying out on behalf of the Dominion and British Governments. It has also been possible to meet the larger requirements of customers as reflected by a substantial gain in current loans.

**Steady Expansion of Deposits.**

On the other hand it is evident that the Bank has benefited from the maintenance of such a strong position, as the savings accounts of the people of the country continue to pile up steadily, and now amount to over \$246,000,000, an increase of almost \$36,000,000 for the year, or at the rate of close to \$3,000,000 a month.

It is doubtful whether Canadian banks have ever had such complicated problems to work out as they have had during the period of the war. As the bankers of the Government, the Bank of Montreal has evidently assumed its full share in providing for the country's needs, as indicated by an increase of twenty-eight million dollars in the value of Dominion and Provincial Government securities; an increase of seven million in the deposit in Central Gold Reserves; balance due to the Dominion Government of \$13,638,962, the latter account appearing for the first time in the Bank's statement.

The Bank has perhaps rendered a still greater service to the country by keeping itself in such shape as to create complete confidence in Canada's financial position during a most trying period.

**Substantial Gain in Earnings.**

The profit and loss account shows that earnings allow a comfortable margin over the dividend and bonus requirements. They are substantially above those of the previous year. The net profits for the twelve months amounted to \$2,477,969.09, equivalent to 15.49 per cent. on the paid-up capital. Added to the balance of profit and loss, they brought the total amount available for distribution up to \$3,892,393. Of this amount dividends and bonus required \$1,920,000; war tax on bank note circulation \$160,000; subscriptions to patriotic fund, \$73,500 (of which paid \$47,500); reserve for bank premises, \$100,000, leaving a balance to be carried forward into the new year of \$1,664,893, as compared with \$1,414,423 at the end of the previous year.

**Features of General Statement.**

The principal accounts and comparisons with those of the previous year are as follows:—

	1917.	1916.
Total assets . . . . .	\$403,980,236	\$365,215,541
Liquid assets . . . . .	276,298,397	246,982,680
Total deposits . . . . .	317,156,427	299,206,049
Circulation . . . . .	29,308,086	21,779,134
Gold and silver coin . . . . .	20,592,891	21,040,803
Dominion notes . . . . .	30,760,233	20,273,216
Deposits in central gold reserve	14,500,000	7,500,000
Call and short loans . . . . .	100,610,214	113,002,097
Dom. & Prov. Gov. securities	28,573,322	419,736
Can. Hun. securities and Brit. and For. and Col. secs. other than Canadian . . . . .	33,455,254	21,796,159
Current loans . . . . .	97,607,404	93,729,065
Loans to cities, municipalities	11,445,383	11,255,571
Cur. loans and Dis. elsewhere	10,045,811	6,478,263
Net profits . . . . .	2,477,969	2,200,471
Bal. carried forward . . . . .	1,664,893	1,414,423

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The Union of Canadian Municipalities urges  
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munities.

## WHAT AN HORTICULTURAL SOCIETY CAN DO TO BEAUTIFY RAILWAY SURROUNDINGS.

Dr. BENNETT.

The city of St. Thomas is one of Canada's most important railroad centres, being the Canadian headquarters of the Michigan Central, the Wabash and the Pere Marquette R. R., and is also entered by the C. P. R., G. T. R., London and Port Stanley and London and Lake Erie R. R. Two of these railroads cut through the city in the centre, the M. C. R. running east and west, and the London and Port Stanley north and south. The Michigan Central, as it passes through the city, parallels Centre St. Some years ago Centre St. roadway was improved, and on the railroad side a boulevard was created, the expenses being met jointly by the railroad and the city, but no care was taken of it until some years after. In an endeavor to create a pride in this spot, the writer, who lives near the track, used to cut a half a block of grass. Soon others followed the example, and later the City Council assumed the responsibility, and cut it with a horse mower. On account of its narrowness, and breadth of the beds it has been cut entirely by hand mowers this year, the Horticultural Society doing the work, and being reimbursed by the city, the ditch section being cut by the railroad company. The flower beds are 4 x 20, two in each block at the street intersections. These are planted in the fall with tulips in solid colors, about 300 to a bed, and in spring time with geraniums, cannas and an edging of various varieties. The Horticulture Society keeps an experienced plantsman and assistants, who constantly keep the beds in a high state of cultivation, with the splendid results.

To bring the parks to the people, a number of rest shelters have been erected by the Society. These rest seats are very much appreciated. In front of the shelter is a cement urn. The Society owns about 30 of these, which are mainly placed along the business streets at the corners. The M. C. R. being a great international highway, the numerous tourists passing through the city on the line are favorably impressed with the beauty.

One street parallels the London and Port Stanley R. R. Between the street and the railroad is a strip of land used for lumber yards, coal yards, etc., which was anything but a thing of beauty. On the opposite side of the street are residences. Three years ago a joint meeting of the Horticultural Society and the residents was held, and it was decided to beautify the street. A 20-foot boulevard was created for a length of 1,400 feet, the city doing the grading gratis, the residents raised enough money to buy the hedge and trees, and the Horticultural Society planted rose and shrubbery beds. About 800 feet has since been improved solely by the Society, and about the same number of feet on Wellington St., which intersects Railway. The Society has undertaken the care of both streets by cutting the grass, weeding beds and trimming the hedge. Wherever a driveway enters a lumber or coal yard, heavy turned posts are placed in the hedge line to protect it. The posts are beautified, with climbing roess. After three years' growth this street presents a beautiful appearance, and the residential property has increased much in value.

The passenger yards and station of the Michigan Central Rly. had been an eyesore and disgrace to all concerned for many years. For the past five years the Horticultural Society have tried to obtain possession of it, but not until this spring have been able to secure it. Through a new arrangement made with the City Council they agreed to hand the park over to the Horticultural Society for public park purposes, and to give \$500 per year for five years for its beautification.

Mr. H. J. Moore, chief landscape gardener of Queen Victoria Park, Niagara Falls, kindly offered to furnish a plan free. On one corner is situated the splendid building of the Y. M. C. A. and their tennis courts. A flower bed 30 feet in diameter forms a centre for each park, paths from each corner leading to it. At the end of each path is planted clumps of shrubbery to keep pedestrians on the walks. An 18 inch curbing is being built around the park in front of the station, and it is the intention of the railway company to place a tarvia pavement in the driveways leading to the station. One hundred and sixty trees (Oriental plants and white ash, which are selected for the smoke-resisting qualities), and about 900 shrubs will be used in its beautification. At present the paths will be constructed of cinders. The levelling and seeding and the curbing and paths will soon be completed. The shrubbery beds were heavily fertilized this fall and were planted in the spring.



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Messrs. Morrow & Jellett have taken over all the open stock accounts of Aemilius Jarvis & Co., and in addition to carrying on a stock brokerage business they will also conduct a bond business, dealing in war loans, government, provincial and municipal bonds. Mr. H. L. Somers, late manager of the bond department of Aemilius Jarvis & Co., will be in charge of the bond department of the new firm.

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*How About Your State?*

*From "Colliers"*

WHEN spring was beginning to brighten the color of life, and we were all of us overhauling the garden tools and the family buzz wagon, "Bradstreet's" flashed this germane comment in its weekly review of general conditions:

Of course country trade is hampered by poor roads as well as by farm work, but this situation is the usual seasonal one.

That "of course" is one of the severest reflections imaginable on American good sense. We talk glibly of how ready we are to take up with advanced ideas, to make improvements, and all that, and yet, after fifteen years and more of constant harping on good roads, bad roads are still our "usual seasonal" condition at this time of year! They cost money, waste time, slow up business, spoil pleasure, separate friends, and lower land values. Except perhaps for saloons, there is nothing so expensive to a community as bad roads. What is your section doing to get good ones?

## This Applies to Canada, too--

THE editor of "Colliers," the well-known United States weekly periodical, has taken up the cudgels for "better Roads."

The "usual seasonal" condition to which he refers is a "usual seasonal" condition in Canada just as in the United States.

And it is a condition that casts just as big a reflection on this country as it does on our neighbours across the border.

What are we going to do about it? Eventually we will correct the shocking state of our highways by rebuilding them of Concrete.

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