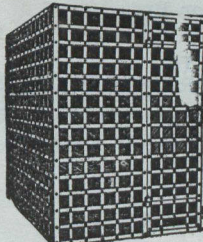


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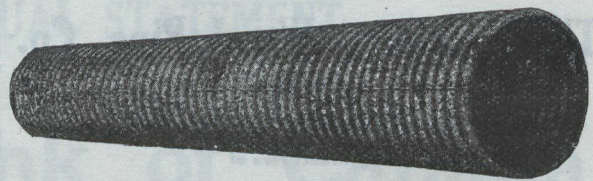
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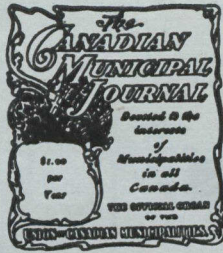
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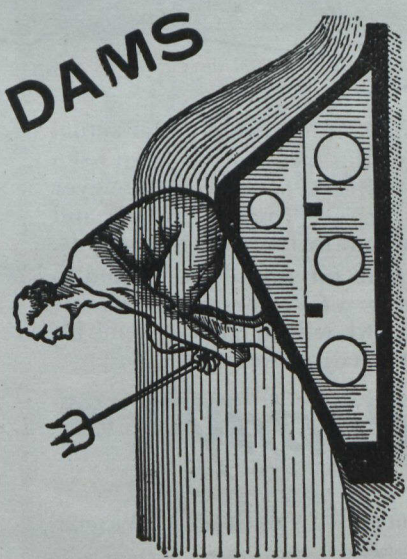
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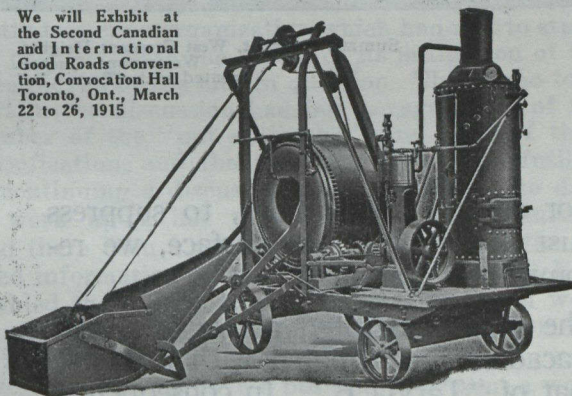
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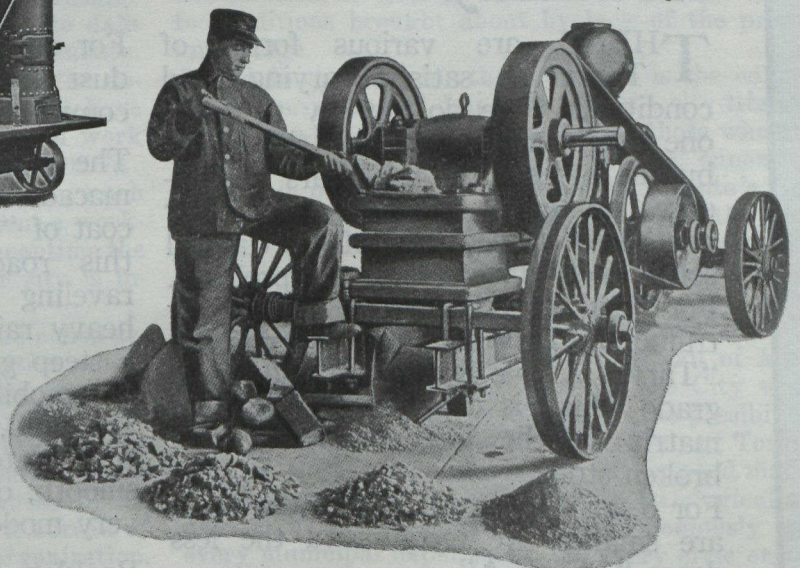
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Vol. XI MARCH, 1915 No 3

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Bureaus of Municipal Research

The necessity of bureaus of municipal information for the larger cities of Canada was brought home recently to a civic organization which had met to study the problem, with the object of its mitigation of the unemployed of the city in question. Those who took part in the discussion had but a vague idea of the number of the "out of works," and none of their classification, and the president seeing the futility of continuing a discussion with practically no data to work upon, left the problem to a committee. Had there been a central municipal bureau, the desired information would have been on hand to have enabled the society to start at once the good work of alleviating the consequences of unemployment. As it is the appointed committee will have to do much investing before it is in a position to present a workable report, and this takes time. In the meantime the unemployed difficulty in that particular city is increasing.

This, of course, is only one phase of the constructive work now being done in those cities where bureaus of municipal research are in existence. With such bureaus doing their work properly it is well nigh impossible for civic maladministration to be carried very far, the limelight of research would soon be focussed, not only on the weakness of itself but on the source. The business of a bureau of research is to find out the facts of the organization, methods and results of all the different departments of a city, compare them to those of other cities, and present the results to the citizens, and facts speak louder than words to citizens who want to know how their city is administered. This does not mean that municipal research is a spy system, nor even a critical system. It certainly finds out

things, but the knowledge acquired is always at the disposal of civic officers, who have thus an opportunity to remedy any defect there might be in their respective departments, and further, every good and conscientious officer knows that his work will be appreciated by those who employ him—the public. There is no doubt that much of the so-called maladministration of civic government in Canada is due to conditions brought about by lack of the proper knowledge.

A still further use for these bureaus is the collecting of every kind of data affecting the city life and tabulating the same in such a way as those who run may read—health, employment, finance, education, etc. It is probable that this side of Toronto's Bureau of Municipal Research—the only one in the Dominion—has more than paid for itself in awakening the citizens to the wonders of their city and as the best publicity agency the city could have. This bureau is the outcome of a survey that was made by a representative from the N. Y. Bureau of Municipal Research at the invitation of the City which so opened the eyes of the citizens to the possibilities of municipal research for the betterment of Toronto that the Bureau was established, with a good man as its working head. Its value to the sociological student is incalculable. It works harmoniously with every municipal department and every civic organization. Its smooth working coincides with the spirit of civic progress, so much so that Toronto has come to look upon its Bureau of Municipal Research as the clearing house of its doubts and hopes, and it seems to us that such a bureau might profitably be established in every Canadian City above 50,000 inhabitants.

Better Support for the Union of Canadian Municipalities

Fifteen years ago Mr. W. D. Lighthall, K.C., then Mayor of Westmount, as a consequence of a hard fight he had put up almost single-handed against a private corporation which had intended to ride roughshod over the rights of the Montreal people, made an appeal through the public press in which he stated that "unless we municipalities make our stand at present for the principle at stake, we must submit to a future of most shameful imposition, to which no other community in any civilized land would submit," and proposed "the formation of a league of Canadian municipalities for mutual protection." The proposal was commented upon favorably by the Press of Montreal, Toronto and Ottawa and the Union of Canadian Municipalities came into existence. That was in 1900. To-day the Union has grown into a strong and powerful body, not so much because of the financial support of the municipalities themselves, which indeed has never been in anything like proportion to the protection afforded them, but by the singlemindedness of a few members of the executive, who season in and season out have put up strenuous efforts on behalf of every Canadian municipality.

What the Union has done in the building up of Canada's civic life is common history. At its conventions the best men in their particular lines have given of their best for the civic enlightenment of the members and every reform successfully tried in other countries has been examined and analyzed with the idea of its adaptation to this country and then placed before the municipalities. But the real work of the Union has been done between the meetings. And it is this work that has made the U.C.M. a real power, not only in resisting the encroachments of monopolies upon public property and interests, but in curbing and curtailing what might be termed class legislation. Not a bill affecting the municipalities is passed at any of the legislative bodies without its preamble being closely examined by the officers of the Union, and if found to be detrimental to any civic rights, steps are immediately taken to oppose it. The consequence is that very little has passed into the statute books of Canada that could be construed as anti-municipal legislation. All this has entailed much correspondence, many weary hours of waiting upon parliamentary committees, and much racing across the country. But the work has been done loyally and successfully.

We have not tabulated concrete illustrations of the effectiveness of the Union, because they would take up too much space, and they have been given in full from time to time in this Journal. We need simply mention its part in shaping the Dominion Railway Act, for therein, with the addition of certain subsequent clauses, termed "the standard clauses for the protection of Municipalities" lies the very basis upon which municipal control of public utilities has been built. The "Standard clauses" were first incorporated in railway charters, through the instrumentality of the Union. They are three in number—the first provides that, in the event of any railway

or power company securing the right to acquire or produce electric or other power or energy and to sell it to municipalities, the rates or charges shall be fixed by the Board of Railway Commissioners of Canada.

The second clause requires that the consent of municipalities shall be secured for the erection of poles, etc., for the transmission of electric light or power.

The third clause imposes upon a railway company the obligation of securing the consent of a municipality to run its line along any street or highway of such municipality.

To-day the Union of Canadian Municipalities is looked upon with respect by the Federal and Provincial Parliaments; its advice is sought in most municipal and franchise legislation. It has convinced the authorities that it has no interest to serve but that of the citizens. The Union has never condemned public service corporations as such, except where they have attempted to usurp privileges which belong exclusively to the people, but there is no doubt that its educative work has been such as to have largely influenced the municipalizing of public ownership and control of many public utilities, such as light, heat, power, water, telephones and tramways. Every honest and intelligent member of Parliament or a legislature, be he Liberal or Conservative, knows that in any fight he may make against the tyranny of monopolies, the Union and all its branches will support him.

In the past, the actual financial support necessary to carry on the work has been mostly supplied by the larger cities, who have nobly supported the Union, though in every case they have had splendid returns for the outlay. But, we wish now to point out that every municipality in the Dominion ought to make it a duty to support the Union, because every municipality has benefited both directly and indirectly by its legislative work, and each however small, knows, or ought to know, that it can call upon the executive at any time to protect it against inroads and attacks. Every street and highway in the Dominion, for example, is protected by the Union's legislation. Had the U.C.M. blazoned its records in the public press, it would have been better appreciated, but the fact of its effectiveness being of an unobtrusive nature is no reason for non-support.

It is clear to us that many municipalities have been receiving benefits, which have not been paid for, and when it is understood that the subscription is less than one-third of a cent per householder, the price of the protection is low. All the more then ought contribution to be a duty. To put the case of civic responsibility to the Union in a nutshell, every citizen in the Dominion has a much higher status of personal freedom and benefit because of its existence, and the fact of the U.C.M. being of a voluntary nature makes the moral obligation on the part of each municipality to do its share in bearing the necessary expense proportionately stronger. This year the revenue is far too small, and special efforts should be made to help it.

Saskatchewan Local Government Board & Municipal Finance

To get further opinion on the suggested reforms in Canadian Municipal Finance, as brought to the notice of the Union of Canadian Municipalities by the Toronto Bond Dealers and published in the January and February issues of this Journal, we wrote Mr. S. P. Grosch, the inspector of the recently formed Local Government Board of Saskatchewan—the only one in Canada—whose reply given below not only throws much light on the subject under discussion but shows the importance of the municipalities of this country in taking some concerted action to place their securities in as strong a position as possible.

Local Government Board.

I have your letter of the 29th ultimo, requesting my opinion on the subject matter contained in Mr. Long's letter as published in the January number of the Canadian Municipal Journal. In order to be as concise as possible, I shall deal with the subjects in the order indicated in the letter:

1.—I feel confident that if it could be mutually arranged between all the Provinces that power be given to trustees in each province, authorizing them to invest trust funds in debentures issued by Municipalities in the different provinces throughout the Dominion, that Saskatchewan would be among the first to have the necessary legislation enacted. Such legislation would not only be beneficial to the Municipalities, in widening the market for the sale of their debentures, but would also be a benefit to trustees in enlarging their area for investment in gilt-edged securities.

2.—One of the disadvantages of fixing a statutory limitation on the borrowing powers of municipalities, is that the percentage, no matter how small, is an arbitrary one based on the assessment, and in fixing such percentage the legislature must take into consideration municipalities generally, and therefore the probability is that the percentage will be fixed sufficiently high to allow the better municipalities sufficient borrowing power on a conservative assessment. If this were not done, private bills or other special legislation might be required from time to time to meet the demands of such municipalities. On the other hand, if the limitation is not conservatively fixed, too much latitude is allowed municipalities with an inflated assessment.

It would appear to me that the solution to excessive borrowing lies not so much in a reduction of the present statutory limitation based on the assessment as in the appointment of a supervisory body, such as a Local Government Board, with discretionary powers. Such Board would pass upon all undertakings of municipalities before permission to borrow is granted.

Every application for permission to borrow would be considered on its merits. The Board would consider whether the particular undertaking was a necessary one, and whether the municipality making the application would in all probability be able to bear the necessary taxation to pay for the same without unduly burdening the taxpayers.

Consideration would be given to the location of the municipality, and if an urban municipality, the nature of the surrounding country; its own stability, and prospect of growth, whether the assessment was made on a conservative or an inflated basis; the tax rate and prompt collection of taxes. The assets of the municipality, the population, the indebtedness of the municipality and for what purposes it was incurred, and whether or not the public utilities are revenue-producing and self-sustaining. The business-like nature in which the affairs of the municipality are conducted, together with many other considerations which can only be exercised by a Board having discretionary powers, and which cannot be safeguarded by statutory enactments alone.

3.—The various municipal Acts in Saskatchewan make provision for three methods of repayment of loans as follows:—

- (1) Instalment Method.
- (2) Annuity Method.
- (3) Sinking Fund Method.

The ordinary method of issuing debentures under the first two, is to have coupons attached to the debenture showing the amount of principal and interest to be paid to the holder of the debenture annually. An alternative method, as suggested by Mr. Long, is that of the serial bond, which provides for one debenture for each during the period of the loan, the amount of the debenture being for the amount

of principal repayable in the particular year of maturity indicated on the debenture. Coupons for interest only are attached. One or more debentures may be issued for the principal maturing in any one year. This method gives the bond buyer the advantage of being able to offer to the investor short or long term debentures as the investor may desire, together with other advantages. This, therefore, again widens the market for municipal debentures and I feel should be favorably considered by municipalities, and is allowed in Saskatchewan.

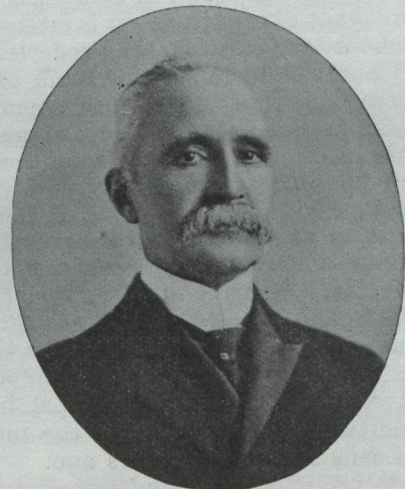
I am, however, not prepared to go as far as suggested by Mr. Long in making the principal payable in equal amounts of \$100 or \$1,000 when this would result in an inequality of the total amount of principal and interest to be payable in each year, as I am of the opinion that the advantage of issuing debentures in equal amounts would not counteract the disadvantage of unequal payments to municipalities or municipal officials.

4.—After careful consideration the legislature of the Province of Saskatchewan in 1913 decided that it would be in the interest of municipalities to take from them the power of bonusing industries, and accordingly eliminated the sections from the City and Town Act allowing cities and towns to bonus industries.

I shall be very pleased to see this matter fully discussed by persons interested in municipal affairs throughout the various Provinces.

S. P. GROSCH,
Inspector Local Government Board.

THE LATE DEPUTY CHIEF STARK OF TORONTO.



The late Deputy Chief Stark of Toronto, who died early last month after a long illness, was not only a valuable public servant but one of the largest minded men in Canada. Essentially thorough in his work and painstaking almost to a fault, all those who came in contact with him, particularly subordinates, felt that in the quiet but strong man they had someone who understood them and was prepared to see that they got a fair chance to make good. With prisoners he was always fair and whenever possible spoke a good word for them. To the outside public Chief Stark was probably one of the best known police chiefs, indeed it might be said that he—by his personality—was a splendid advertisement for the Canadian police forces, he being above the average of police officers—cultured and courteous.

Mr. Stark, who founded the Chief Constables' Association, made for himself a host of loyal friends and no one regrets his death more than the personnel of this Journal, who feel that they have lost a solid friend.

Sir Frederick Williams-Taylor and Municipal Finance



In regard to the financial position in which Canadian municipalities as a whole find themselves at the present time—the result in many cases of unwise and extravagant expenditure—it is interesting to recall that about ten years ago Sir Frederick Williams-Taylor, General Manager of the Bank of Montreal, voiced his anticipation of just such a condition. At that time Sir Frederick submitted a suggestion to the then Minister of Finance that some means should be devised for placing municipal borrowings under the strict supervision and control of the Dominion Government, or at any rate of the several Provincial Governments, the beneficial restraint that would thus be exercised, assuring not only better protection to the investor but also better terms to the borrower. He drew attention to the state of affairs that existed in England nearly half a century ago in consequence of a lack of limitations on municipal borrowings, which condition was remedied by the inauguration of Local Loans some forty years ago.

Sir Frederick's foresight and experience told him that a similar state of affairs would sooner or later inevitably result in Canada, and as events have shown he was not mistaken. To-day the price on loan money to Canadian municipalities is considerably dearer than what it was a decade ago; they having to pay from five to seven per cent, and even more, whereas English municipalities, through the Local Loans, obtain their funds at not much more than three per cent. The solidity of municipal securities in England is best exemplified in the following extract from an editorial commenting on Local Loan investors clamoring for four per cent, which appeared in the February issue of an English monthly devoted to the interests of municipal treasurers and accountants which reads: "That this (the four per cent) is really more than the money is worth, having regard to the security afforded, is to some extent proved by the result of the recent issue of six months bill's by the Birmingham Corporation, when £500,000 were raised at an average discount of £2 18s 3d per cent, the total subscriptions amounting to £2,613,000.

Local loans in England (the equivalent of municipal bonds in Canada, and which rank next to consols) amounts to £74,578,813 and the prices obtained before the war were around 83-95 and since the war they have dropped only about 3 points. Of course, even under Federal control Canadian Municipals would hardly fetch the same price as English local loans, but the fact that there existed central control and supervision would give greater confidence to the investor, for the Federal Government for its own safety would curb much of the extravagant borrowings of some of the municipalities in this country. Under the present happy-go-lucky system of finance the well-managed municipalities suffer for the maladministration of others and it is very evident that with one or two exceptions, the provincial powers that be have not yet fully realized their responsibilities as moral guardians of the municipalities.

Under the Local Government Board Act the Local Government Board of England has absolute control of municipal borrowings and all proposals to borrow for any purpose whatsoever must be submitted to the Board, which makes a thorough examination before granting a loan, though a number of larger cities, such as London, Liverpool, Manchester and Birmingham have the privilege of arranging their own borrowings. In Canada there is only one institution similar to the Local Government Board—and this with very limited powers—which is connected with the Municipal department of Saskatchewan. This Board was brought about largely by the Union of Canadian Municipalities, which for long has advocated Provincial Municipal Departments and Local Government Boards, but these, until the British North America Act is amended, can be adopted only by the Province. The Saskatchewan Board has already done good work in controlling and advising the municipal finances of the province and while the present time may not be opportune for Sir Frederick Williams-Taylor's suggestions to be put into full practice, a step in the right direction would be for every province to institute its local government board.

SHANGHAI MUNICIPAL EMPLOYEES AND THE WAR.

The Shanghai Municipal Council, which is a cosmopolitan body, has decided that British employees who volunteered for the war will be reinstated if they rejoin the service within six months of the termination of hostilities.

LORD ROSEBERY'S ADVICE TO MUNICIPALITIES.

In endorsing Lord Rosebery's injunction to British municipalities to assist the British cause by severe retrenchment in local expenditure so as to keep the largest possible capital free for the prosecution of the war, the London Daily Telegraph says: "The amount of unemployment is surprisingly small in many districts, lower than ever known before. The prevailing complaint is the extreme scarcity of labor. Local improvements may well wait till the war is over. Tramway schemes, lighting schemes, building new municipal offices, and even construction of new public schools may be safely postponed. At this moment every golden sovereign strengthens the armory as well as the coffers of the State."

In Canada the unemployed problem is very seriously affecting the municipalities.

The Commission of Conservation and Town Planning and Housing

The important bearing of the twin subjects of town planning and housing upon the conservation of life and natural resources in Canada has led the Commission of Conservation to establish a new branch of its work and to appoint a town planning and housing adviser. To properly appreciate the scope and limitations of the new branch of the Commission thus created, it is necessary to bear in mind what are the scope and objects of the Commission itself. It is not an executive body and it has no power to make or administer laws. Its duty is to advise the executive authorities, from the Dominion Parliament downwards, regarding legislative and administrative policies affecting all questions concerned with conservation of the natural resources of the Dominion. Being the creation of Parliament and non-party, as well as influentially representative in character, its advice will always carry great weight. It thus becomes obvious that before making recommendations to the legislative authorities, it should make thorough investigation into facts and theories, and in this connection it is necessary that it should have the help of skilled advisers.

From its inception the Commission has taken a broad view of its functions and of what is meant by the term "natural resources." The chairman of the Commission, in his inaugural address in 1910, said: "The physical strength of the people is the resource from which all others derive value. Extreme and scrupulous regard for the lives and health of the population may be taken as the best criterion of the degree of real civilization and refinement to which a country has attained."

Having regard to this conception of the scope of the Commission in matters relating to public health, it is evident that one of its principal duties must be to investigate and advise on the subjects of town planning and housing. This has been fully recognized by the Commission, as its work and annual reports bear witness. But it is considered desirable to extend its research operations and to bring together a collection of scientific data, which has not been practicable without a special branch devoted to the subject. Up to the present time town planning and housing have been officially dealt with in the department of the medical adviser of the Commission. These subjects will not now cease to be matters for study and investigation from the medical point of view, but in their broader aspects, embracing, "inter alia," the economic, the engineering and the architectural, as well as the medical, they will now be dealt with by a special branch under an expert adviser.

The twin subjects of town planning and housing have to be carefully investigated, as a special Canadian problem, and not as one which may be prejudged as necessarily having any similarity to that which exists in other countries.

The rapid urban growth within the Dominion makes it desirable that consideration should not only be given to the questions of curing evils and altering conditions already established in municipalities, but that the best methods of avoiding the repetition of these evils, and the creation of worse ones, should be thought out, so that preventive measures can be devised.

The two aspects of the problem, i.e., the remedial and the preventive, will require to be considered together, but different courses of treatment will have to be devised in connection with each.

The legislation of Great Britain on town planning has so far commended itself to the Commission as the best basis for legislation in Canada, and a draft Town Planning Act has been prepared following the British precedent. This draft will require further discussion and amendment before it can be presented to the Provincial Governments as representing the final views of the Commission on the subject of town planning. It will also be necessary, in considering both questions to consider the proper kind of provincial machinery required for the administration of any new legislation and to make suggestions to the Provincial Parliaments under that head.

A new Housing Act should also be framed as soon as possible as a model for the Provincial Legislatures, but much investigation into housing conditions will be necessary before a satisfactory Act can be framed to deal with the housing problem.

Visits will be paid to all the provinces and many of the cities in the Dominion in connection with these investigations, and opportunity will be taken in connection with these visits to arrange conferences with representatives

of Provincial Governments and municipalities to discuss the many points which will have to be considered especially in regard to their local or provincial application. Incidentally the town planning branch of the Commission will be glad to give advice to municipalities with regard to town planning schemes of their own.

Ultimately when new legislation is passed, the Commission, through its officers, will be prepared to advise both as regards amendments of the legislation and as to its practical working in the various municipalities in Canada. As the Commission will be quite free from judicial and administrative duties, it is hoped that the officers of the Commission will, by their thoroughness, judgment, and impartiality, so commend themselves to the administrative authorities as to obtain their confidence in arbitrating on matters of difference caused by the practical working of the new legislation.

It will be an object of the Commission to endeavor to persuade all the provinces to adopt Town Planning and Housing Acts, based on the same general principles, but differing in detail only so far as may be necessary to meet the varied conditions and needs of different provinces. Three of the provinces have passed Town Planning Acts, namely, Nova Scotia, New Brunswick, and Alberta, but for the present, the machinery does not appear to have been provided to make them effective. It will be one of the duties of the Commission to make suggestions as to the proper steps to be taken to put the existing Acts to the fullest and best use, and to make recommendations to the different provinces as to the amendments which it may be necessary to make in their Acts to secure harmonious and uniform legislation throughout the Dominion. It is felt that the Provincial Departments will welcome the co-operation of the Commission in regard to these matters.

Those responsible for this branch of the Commission's work will be at the disposal of all provincial and municipal authorities as well as owners of land and other interested persons or associations, in the matter of supplying data and giving advice respecting the different aspects of town planning and housing. Collections of literature, maps, photographs and slides will probably be made and placed at the disposal of those able to make use of them, with the object of bringing the utmost light to bear upon the subject.

Although it may be assumed that the Commission has convinced itself of the need for town planning and housing legislation, this must not be taken to mean that it is organizing a new branch for the exploitation of preconceived ideas on the subject. As already stated, the first duty of that branch will be to investigate facts and in the performance of that duty it is important that the work should be started with an open mind, that every view should be heard and considered and that no private interest should be disregarded.

It is hoped that bodies and persons interested in either town planning or housing will co-operate with the officers of the Commission in collecting information regarding conditions in the Canadian cities and towns and assist them in arriving at the right conclusions as to the best means of solving the problems which are incidental to urban growth.

TEN NEW COMMANDMENTS.

The Brooklyn Tenement House Committee has published as commandments, ten points bearing on the duty of householders to their neighbors, their neighborhood, themselves, and their families:—

- 1.—Thou shalt honor thy neighborhood and keep it clean.
- 2.—Remember thy cleaning day and keep it wholly.
- 3.—Thou shalt take care of thy rubbish heap, else thy neighbor will bear witness against thee.
- 4.—Thou shalt keep in order thy alley, thy back yard, thy hall, and thy stairway.
- 5.—Thou shalt not let the wicked fly breed.
- 6.—Thou shalt not kill thy neighbor by ignoring fire menaces or by poisoning the air with rubbish and garbage.
- 7.—Thou shalt not keep thy windows closed day and night.
- 8.—Thou shalt covet all the air and sunlight thou canst obtain.
- 9.—Because of the love thou bearest thy children thou shalt provide clean homes for them.
- 10.—Thou shalt not steal thy children's right to health and happiness.

ALL AROUND THE WORLD

ELECTION OF ENGLISH MAYORS.

Recently, the "mayor choosings" occurred in England. Contrary to general opinion, the mayors were not very frequently chosen from among the aldermen. Re-elections occurred in less than one fourth of the cases. Of 376 mayors, 80 aldermen were selected; 82 mayors were re-elected, 24 having served as aldermen; 15 army officers were chosen, one admiral, and 4 knights. The longest term, 25 years, occurred at Lydd, while a term of 15 years is recorded at Montgomery.

THE HOMELESS POOR OF LONDON.

It seems that the homeless poor of London is on the decline. On June 5, there were only 258 casuals in the wards, whereas, on the corresponding day, 1913, there were 391. This number being less by about seventy than the figure for the end of June, 1912. Since October, 1912, the Metropolitan asylums board has administered a scheme for providing for homeless persons found in the streets of central London at night. Persons found without shelter between 10 p.m. and 2 a.m. are given an order of admission, either to a casual ward or a shelter, according to circumstances. The scheme has proved so successful that its area of operation is to be increased.—E. T. Paxton.

TOWN PLANNING IN SHEFFIELD.

The city of Sheffield, England, has a town planning scheme under development at the present time which involves an area of 5,963 acres. The work is divided into sections, and as one section is completed another is taken in hand, until finally all of the undeveloped land in the city which is available for business purposes will be included in the town planning scheme. The total area of the city is 24,347 acres, and the approximate amount of land available for further development and for inclusion in town planning schemes is 12,000 acres.

The hilly nature of the country and the great difference in level make the question of planning roads a difficult one, but the very fact of this irregularity in the contour of the land insures a development of great beauty when carried out on the garden city principle that all paths and highways should follow the natural lines of the country.

HOUSING IN RUSSIA.

An interesting account of the present housing situation in Russia and the agitation for better conditions was given by Mr. Alexander Bloch, of St. Petersburg, at the meeting of the International Housing Congress at Scheveningen. Mr. Bloch is a member of the International Garden Cities and Town Planning Association, and prefaced his remarks by the statement that his interest in the housing problem was due in great part to the Association and to the time he spent in England studying the situation. He explained that the housing problem in Russia was a problem of overcrowding. In St. Petersburg the average number of inhabitants per house is 52, and in Moscow 28. The average number of persons to one apartment in St. Petersburg is 3 and in Moscow 8.6. In the country districts there are vast wastes containing not a single habitation, while the scattered villages are overcrowded to such an extent that a house shelters not only man, wife and children, but all the domestic animals, because it is impossible to provide separate space for them.

The solution of the Russian housing problem is greatly facilitated by the fact that the empire has great tracts of and only partly developed. Lepsnisk, a small city in Siberia, recently came to the conclusion that its location was not convenient, so it decided to move the few hundred houses which comprise the town to a more advantageous position. It owned so much land that there was no difficulty in that direction, and the town is now looking for a town-planning expert who will map out the new city on the lines of the latest methods in garden city construction.

In Moscow the Town Council held a meeting last August and decided to elaborate a large programme for rehousing nearly 80,000 persons in that city. Interesting housing experiments are also being carried on in Warsaw and Riga.

One of the things which has given the greatest impetus to the housing movement in Russia is the recent translation of Ebenezer Howard's book into the Russian language.

The London (Eng.) Curveyer asks who was the learned counsel who, not very long ago, addressed the judge in the following manner with regard to some clause in a well-known Act of Parliament: "My lord, do not hold me responsible for the ignorance of the underpaid departmental official who originally drafted the clause, nor for the overpaid Members of Parliament who, fancying themselves legislators, proceeded to maul the clause in Committee; you and I, my lord, could have done better if the clause had been left to us." Could not this be said of a large number of our Acts of Parliament, which are often framed with speed and muddled at leisure? The same comment might even be extended to our legislation.

CONSTANTINOPLE FIREMEN.

Lecturing at the London Camera Club on his recent experiences in Constantinople, Dr. T. Cato Worsfold said that the most amusing thing he witnessed in the Turkish capital was a house on fire. The first fire engine to arrive was something like a safe, and carried on poles by men, who proceeded first to drive a bargain with the owner of the property. A second brigade then arrived, and began to pull down the adjoining houses, refraining from quenching the fire until the price was agreed upon. Then came a third brigade, which devoted itself to preventing the two other brigades from looting what the flames had not destroyed.

EXTENSIVE HOUSING PLANS FOR NEW SOUTH WALES.

The city of Sydney has recently completed a very successful housing experiment in one of its suburbs. A large number of workers' dwellings were erected and were all disposed of before completion. This has encouraged the government to extend the scheme, and it is planning to develop a model colony at Newcastle, the state's great coal-producing centre.

It is estimated that for a cost of \$600,000 250 houses could be constructed of wood with red tile roofs. The property consists of 72 acres of land owned by the government at a suburb of the coal port called North Stockton. It is bounded on the one side by the Hunter River and on the other by the ocean beach. The houses are to cost about \$2,000 each, and the value of the land, 50 x 150 feet, is \$300. The proposed rental of the houses is \$3.75 a week.

CHILE AND CITY PLANNING.

Notwithstanding a serious business depression which began two years ago; notwithstanding the utter demoralization caused by the European war, the progressive men of Santiago, Chile, are planning a radical and extensive transformation of that city.

Throughout the Republic of Chile this spirit of progress is manifest. The temporary recession of business, instead of discouraging the formation of plans, has been seized as an opportunity to prepare for that resumption of activity which every sensible person knows will follow the signing of the peace treaty in Europe.

When, therefore, this renewal of business health has taken place, Chile will be ready for the work of executing these plans. It is somewhat surprising, perhaps, that such far-seeing wisdom should be exhibited in a country which is small in extent, and far from the centres of world activity. But the visitor to that South American nation returns with understanding of the causes which have aroused such commendable spirit.

The same uprising tendency is lifting Chile which has brought into play, the world over, that which we have known in late years as "the progressive movement." There as in every other civilized country, is a group of men who are not content with the status quo. The formal droolings of the doctrinaire in politics and economy is losing its hold on thought in that far-away land. As everywhere else, the wisdom of the leaders is applying the science of the day and the learning of the schools to the demands of an advanced sociology—proceeding, in fact, on the truth that men and women, not systems of commerce or financial institutions per se, should be the first thought of government.—John E. Lathrop.

Civic Instruction in Schools

DEPARTMENT OF PUBLIC INSTRUCTION FOR THE PROVINCE OF QUEBEC.

The Editor—

With the general intention of the article on "Civic Instruction in Schools" in the February number of the "Canadian Municipal Journal," I am in sympathy. More and more should be made of this subject, especially now when the principles of constitutional government are spreading in so many countries. The Roman Catholic schools of the Province of Quebec have now, indeed, a fairly complete course in Civics. That it is of a practical character I had occasion to note a few years ago, when I happened to visit a rural elementary school in the Eastern Townships. The teacher began the questioning on this subject by asking the name of the provincial member (who was present), then that of the federal member. Afterwards the questions led up to the complete system of provincial and federal government. For elementary pupils the amount of information clearly grasped was considerable. So far, however, the teaching in Civics in the Protestant schools is confined to that which is incidentally given in the courses in geography and history. This, of course, is by no means slight when the teacher is well informed on the subject, but there is not a definite text-book prescribed.

There is something to be said, however, on behalf of the "dominee" you quote as saying that the school syllabuses are already too full to allow for the study of municipal affairs. There is depth of experience in the dominee's remark which only those can appreciate who know the immense amount of work which has to be done to ensure, for instance, the introduction of a satisfactory scheme of agricultural instruction in the rural schools. As for "Civics," it is not enough merely to adopt a text-book, and authorise the subject, trusting that "the teacher will do the rest." The teacher must be instructed and trained.

Nevertheless, I think the "Journal" is doing a good service in drawing attention to this important subject.

GEO. W. PARMELEE, Secretary.

Halifax, N.S., February 25, 1915.

The Editor,—

Dear Sir,—I have with pleasure read your Editorial in favor of "Civic Instruction in Schools." This, I think, is a fundamentally important subject which should receive even more attention than it does.

In the "Journal of Education," which I am sending you, you will see on page 227 that "Canadian Civics" is one of the subjects required to be taught in the public schools; and in Grade X, the History examination includes an examination upon Canadian Civics. In the common school grades (which are known as the public schools in Ontario) the text-book forms The Teachers' Handbook, from which oral lessons are required to be given to the pupils of the higher grades VI., VII. and VIII.

I am, yours very truly,

A. H. MACKAY,

Supt. of Education for Nova Scotia.

EXTRACT FROM EDUCATION IN QUEBEC.

Civics.

"In the Roman Catholic course of study for elementary schools this subject has the advantage of special mention accompanied by pedagogical suggestions as to the manner of teaching it. The instruction is naturally of an elementary character, and at first consists simply of familiar talks on the municipal corporation, the school board and the schools, the parish, the vicar, the curate, the diocese, the Bishop, the ecclesiastical province, the Archbishop, tribunals, the Government, the Federal Parliament, the Provincial Legislature, the electoral district, elections, suffrage. In the highest grade a text-book may be used dealing especially with the general political organization of Canada, or accounts to be given by the pupils. Throughout the work facts with which the pupils are familiar are used to arouse their interest and to lead to a consideration of the functions and utility of various social and political institutions. All teachers whether in training at a Normal School, or preparing for a diploma otherwise, must pass an examination on this subject. The course of study for Protestant elementary schools contains no reference to Civics as a separate subject. It is left entirely for the intermediate and secondary schools, and is taught there only in an incidental way in connection with history and geography."—By G. W. Parmelee.

To the Editor:

Your article on the advisability of teaching Civics to school children advocates a good idea, but in the Province of Quebec, at any rate, it is difficult to carry into effect, because of the large number of subjects already made compulsory by the Provincial authorities.

The syllabus of lessons, as now enforced, seems in my opinion to preclude the addition of any new subject, however desirable it might be.

But if civics could be introduced into the reading and dictation, the scholars might then become familiar with that which is close to them, yet which is entirely unknown by them.

Few of the scholars in the ordinary schools have much knowledge of the way in which they are governed.

With your suggestions as to conditions across the line, I hardly agree, that is, if you mean that they have recognized the value expert occupants of civic positions. On the contrary, the curse from which they are now trying to free themselves has been the election to offices which require expert training and knowledge of partisan heeled. Hence the revolution in favor of Commission Government of cities. If, however, you mean that they are expecting to train experts, who will become Commissioners of cities, this seems to me too much along the German lines of the Burgomeister.

Granted that the active positions in cities are filled by experts, whose positions are permanent (as they are in England and in Canada) the personnel of the Board—whether Council, Commission or Board of Control—does not need to be expert. Just as the Directors of a Company are not chosen for their knowledge of the particular business, but for them a general business ability by which they will oversee the worst of their expert employes.

Although conditions are very different in Canada, it seems to one it would be disastrous to place the affairs of the Government—whether Federal, Provincial or Civic—entirely in the hands of experts.

It is better that the people at large should have been representative in the government of themselves.

Yours truly,

SCHOOL COMMISSIONER IN P. Q.

Editor's Note:

This correspondent seems to have missed the meaning altogether of our reference to civic professionalism in the United States, which was to state a fact, not expound a theory. The object of the editorial, of course, was to urge the teaching of the fundamentals of citizenship in the schools of the Dominion, along very simple lines. It was certainly not written to differentiate between professionalism and amateurism in municipal affairs, for the subject is too complicated to treat in a casual manner. Be that as it may, we thank the writer for the interest he shows in the teaching of civics in our schools, and we hope next month to publish other letters already received on this same subject.

AN IDEALISM WHICH IS WORKABLE.

It is one of the most hopeful signs of the times that the engineers of this country are entering into municipal life. My own view is that the engineer is destined to work out the great social problems of the world as well as the industrial problems. Few of us realize the wonderful opportunities presented in this field for service to our fellowmen, and I know that few, if any, of us have any idea of the joy and inspiration to be received from this kind of work. The word "politics" must be made to have a new meaning, and the duty of the engineering profession is to make it synonymous with the highest kind of idealistic service.

The world must look to the engineer for a solution of these problems because in the very nature of things his idealism is practical. His grasp of material facts and laws insures an idealism which is workable. The fundamental, basic reason why we cannot hope to solve our social problems through our strictly religious and ethical institutions is that they are made up largely of men who have little knowledge of natural sciences. While it is true that the higher spiritual laws include the lower and material laws, it is also true that we cannot hope to use those higher laws intelligently until we first master the lower. It is because it is the engineer's business to know and use the forces of nature that he, above all others, is qualified to solve the great vital problems of our municipalities.—Robert B. Wolf, in "American City."

VICTORIA A HEALTHY CITY.

Dr. G. A. B. Hall, the Medical Officer of the City of Victoria, B.C., in presenting his annual report to the Council, said in part—

"I have the honor to submit for your perusal my annual report for the year ending December 31st, 1914.

"I regret the hard times have prevented the Department prosecuting works of importance to the extent contemplated at the beginning of the year; however, notwithstanding this fact, which necessitated many people living under circumstances not conducive to good health, we have had a very successful year.

When I presented my annual report for 1913, showing an exceedingly low mortality, and a small number of cases of infectious diseases, I did not dare to expect that I should be able to repeat it so soon, and I am now more than pleased, not only to repeat, but to surpass it. I think I may safely say this year has been a record one. There have not been half the number of cases of infectious disease, the mortality rate of 723 per thousand last year has been reduced to 6.673 per thousand this year, while the infant mortality for 1913 was so low, I thought it called for special comment; however, it has this year reached the almost incredible figure of .6 per thousand.

At no time during the year was the city threatened with an epidemic.

There were 18 cases of typhoid fever reported and treated, only five of the patients contracted the disease within the city limits, the others coming from outside points, and the majority from a logging camp at Sooke.

The deaths from tuberculosis were 22, as against 49 last year. It is a crying shame that more attention is not paid to the care and treatment of tuberculosis. Health Officers all over the Province have reported the urgent need for more attention to this dreadful malady, yet months and years come and go and nothing more is done to stamp out the great "white plague."

This year has been a record one for deportation of undesirables, and the City is very fortunate not to have a lot more indigent cases to care for.

During the year there were 276 indigent City patients treated at the Jubilee Hospital, with a total of 4,711 days. As often as the year comes round I mention in my report the fact that there are chronic cases at the Hospital which are really not Hospital cases, and should be in some other institution, but so far nothing tangible has been done to remedy this."

THE LATE SIR FRANCIS LANGELIER.

By the death of Sir Francis Langelier the Province of Quebec not only loses one of the best public men, but the City of Quebec one of its most prominent citizens, he having been mayor of that ancient city for eight years (1882-1890). A lawyer by profession, Sir Francis introduced into his civic position a proper sense of the dignity of the office, and up to the end always took a very keen interest in municipal affairs, as was shown in his opening address before the Convention of the Union of Canadian Municipalities, which met last summer at Sherbrooke. Sir Francis, who was born in 1838, after a successful career in the practice of the law, as a member of the Provincial Legislature, and as member of the Federal Parliament; as a provincial minister and as a judge—first as puisne and then as chief justice—reached the summit of his public life by his appointment as Lieutenant-Governor of his native Province in 1911.

What might be termed educational and intelligent advertising has been started by the Northern Electric Company, Limited, in the new series of plates, the first of which appears in the advertising section of this journal. This illustrated plate shows the process of covering the company's power cable which has a reputation throughout Canada, though comparatively few people know how it is manufactured. Next month the process of stranding the copper wires will be shown, and in succeeding issues will be explained the whole process of making cable, meaning that the Northern Electric Company is evidently anxious that the public should know every process of its manufactures so that a more intelligent judgment can be formed of the quality. This is a bold innovation, and can only be undertaken by a firm which has confidence in itself and its products.

ROAD INSTRUCTION IN MANITOBA.

It has been decided to hold a short course of instruction and convention commencing March 3rd, at the Manitoba Agricultural College, for the benefit of those interested in highway construction and maintenance in Manitoba. Hon. Dr. Montague has assured the College that the new course will have the fullest support of the Department of Public Works. The course as planned, will be made as practicable as possible, and will deal with such subjects as road drainage materials for culverts, road surveys, surfaces, repairs, and cost of building and maintaining various classes of highways. Prominent road builders from Ontario and the United States will be present to supplement the local engineers in lecturing upon and demonstrating the various subjects. Many municipal councils throughout the province have assured their co-operation, while the Manitoba Good Roads' Association has signified its intention of fully supporting this educative movement.

The Province of Quebec spent four million dollars on roads last year.

HIGHWAY INVESTIGATION IN SASKATCHEWAN.

The highway commissioners of Saskatchewan are endeavoring to secure accurate information dealing with every road in the province and with this end in view the board has asked the collaboration of all councillors and secretary-treasurers of the rural municipalities. The officials are being supplied with maps and asked to supply information dealing with the following points: Graded roads in good condition, proposed roads already graded or new roads which should be graded, parts of proposed improvements that require immediate attention, graded roads that should be improved by cutting down hills and widening grades, government bridges not shown on the plan, bridges urgently required, etc. It will be seen from these questions that when the information is accurately tabulated the highways commission will have an accurate record of the condition of all roads in the province.

MUNICIPAL VOTES FOR WIVES.

Unusual interest was given municipal elections throughout Ontario recently by the submission of a number of plebiscites favoring the extension of municipal franchises to married women with proper qualifications. The suffrage organizations, following the success attending the submission of a similar plebiscite in Toronto, determined to strengthen their campaign for the franchise by obtaining a show of opinion over the Province wherever Councils could be induced to take up the matter.

In every municipality where the people voted upon the question, the plebiscite was carried.

The following results were recorded:—

	Majority.
Strathroy	259
Guelfh	302
Thamesville	Large
Orangeville	Large
Clinton	115
Bracebridge	Large
North Bay	Large

—The Square Deal.

FREDERICKTON, N.B.

The first of a series of Agricultural Conferences arranged by Hon. Martin Burrell, Minister of Agriculture, Ottawa, with the hearty co-operation of Hon. J. A. Murray, Minister of Agriculture, Fredericton, to be held in New Brunswick, took place at Campbellton.

Judge McCathchey opened the conference with a brief address explanatory of the war crisis, in which he said: "It is the bounded duty of us all to help each other and help the Empire in this crisis."

According to the Montreal Journal of Commerce, the European war has been the direct means of bringing approximately \$200,000,000 to Canada so far.

Two or more hay presses are working here night and day, preparing hay for the French Government.

The labor situation in Fredericton and vicinity, is very satisfactory. There have been fewer unemployed during the last two months than during the same period for many years previous. Since then there has been no change in labor conditions here.

Two companies have been organized lately by local men. One company to engage in general manufacturing and lumbering, the other a contracting business.

Refuse Disposal in Small Cities and Towns

By SAMUEL A. GREELEY.

In most communities with populations of less than 50,000, systematic methods of garbage or refuse disposal are not yet practiced. In residential communities of less than 30,000, it is not uncommon to find three or four local scavengers making collections of house refuse from the wealthier residents comprising from one-fourth to one-third of the total population. These scavengers dispose of the house refuse so collected in very unrestricted ways. Part of it is dumped on waste lands, part of it is fed to pigs or chickens, and occasionally part of it is burned. The larger portion of the population, from whom no collections are made, dispose of their house refuse on their own premises or on adjacent vacant lowlands.

In cities with populations ranging from 30,000 to 50,000 a more extensive collection system may be found. It is, however, very unusual to find a comprehensive municipal service. In many of the smaller cities of Ohio the refuse is collected by contractors at a charge of ten cents per family per week. These contractors frequently burn the garbage and combustible refuse, dumping the remainder. This method is costly when compared with the annual cost for the service if the work is done by a city department. Where each house holder pays directly to the contractor for the cleansing work, there are many families who do not consider the service sufficiently important to warrant the cost. They, therefore, oftentimes cause discomfort to their neighbors and endanger the health of the community by affording opportunities for flies to breed.

The disposal of manure in small communities is, fortunately, more easily accomplished than in larger cities. The farming areas are within easy hauling distance, and the manure is taken quite promptly to the farm on account of its fertilizing value. There are times, however, during the summer season, when the farmers are busy with their crops, that the manure is not removed as promptly as desirable.

This common condition in smaller communities, coupled with the growing desire for better community sanitation, has led many small towns to seek for better methods of refuse disposal. Garbage, ashes, dry rubbish and stable manure are the chief materials requiring removal and disposal. The first step generally taken by towns seeking to improve their methods of refuse disposal is to build a garbage crematory. Very little consideration is given to the best means of house treatment or of collection, or to other methods of final disposal. Not long ago I was called in to advise a town of about 5,000 inhabitants on the question of building a garbage crematory, to cost, including land and engineering expenses, approximately \$20,000. Upon investigation, it was discovered that the collection service was reaching only about 25 per cent of the people, so that the expense for the crematory would have benefited only a small part of the population. It was my recommendation that available funds be spent for improving and increasing the collection service, and until the collection service had been developed to include practically the whole town, that the house refuse be buried in a proper and scientific manner. In another instance I was called in to advise a town as to which of four bids received for a garbage crematory was the most advantageous. Upon examination it appeared that the bids had been submitted upon the city's specifications, requiring a plant of 12 tons capacity per 24 hours and a chimney 150 feet high. That was the extent of the specifications. The bids ranged from \$8,000 to \$30,000. It was manifestly impossible to make a satisfactory award, and the securing by the city of an adequately designed and properly built plant was doubtful under these conditions.

House Treatment of Refuse.

It would first seem proper to consider the best method of caring for the refuse at the point of production. House refuse should be kept in good metallic cans of such size that they can be easily handled by one man. In very small communities—which populations of 5,000 or less—ashes can ordinarily be disposed of near the premises, so that it does not seem advisable to place all classes of refuse in one receptacle. By separating the garbage the bulk to be removed is smaller, the disposal by burial requires less land, much of the garbage can be sent to farms for feeding to pigs, and the general cost of refuse disposal is reduced without seriously lowering the efficiency. In cities of from 30,000 to 50,000 the mixed refuse system, requiring only one can at a house and permitting incineration without the use of additional fuel, has many advantages. It is simpler for the householder; it results in cleaner cans; it is cleaner to

handle in collection wagons, and affords less opportunity for flies to breed. In such small cities garbage does not have the value for reduction purposes that it has in the larger cities, because the cost of handling at the reduction plant when distributed over such small quantities of garbage is prohibitive. However, as in all such cases, the question of local conditions must be considered and a judgment made for each case.

Collecting the Refuse.

The collection of refuse in small communities is, perhaps, that part of the general problem through which the greatest improvement can be effected. The most important elements of the collection service are:—

- (1) Frequent and regular collections.
- (2) Intelligent drivers, who are willing to take pains to do the work at each house in a cleanly fashion.
- (3) Properly selected collection wagons, kept clean and well painted.

It is surprising to what extent the design of the collection wagon affects the cost and efficiency of the results. The wagon should be as large as is consistent with local grades and roads. The loading height of the wagon should be at a convenient distance from the ground, so that the collector can easily empty the can into it. The arrangement for unloading the wagon should be quick and simple. Bottom-dump wagons are the best, but cannot be used for raw garbage unless it is wrapped, because the bottoms are not waterproof. It is serviceable or mixed refuse. The rear-dump wagon, tilted by a hand-turned gear at the front has given success in practice.

Final Disposal of Refuse.

It is frequently the case that in small quantities the disposal of house refuse receives more attention than it deserves. If the garbage is removed promptly and regularly from the house to some isolated point of disposal, and proper attention is given to the upkeep of this point, there are several methods for disposal available. The garbage can be buried in the ground, be fed to pigs or burned. The burial of garbage is quite satisfactory if properly done. It requires skillful attention. It depends upon aerobic bacterial decomposition for its accomplishment. Therefore, the garbage must not be placed so deep that the air cannot penetrate, and the area of garbage must not be more than the soil bacteria can reach and digest. When these two factors are observed, the burial method is the simplest and most fool-proof available.

The disposal of garbage and other combustible refuse by incineration is accomplished in specially designed furnaces, and if the garbage is mixed with sufficient ashes and rubbish the resulting material will contain sufficient carbon to be combustible. Frequently, however, in small towns, it is desirable to burn the garbage by itself. Garbage alone is not combustible and requires an additional fuel. Garbage crematories require careful design and good construction to insure satisfactory and durable results in operation. A plant of this sort—when properly carried out—can, however, be located quite centrally without creating a nuisance, thus reducing somewhat the cost of collection.

Garbage crematories to burn garbage with some rubbish, manure or night-soil are the commonest type of furnace in small communities. They consist of a feeding platform on top, below which is a drying hearth of brick. This hearth receives the wet fresh garbage charged into the furnace. Below the drying hearth are fuel grates on which coal is burned with the dried portion of the garbage. The drying hearth with the wet, cold garbage above and the hot coal fire below is in a critical position and deteriorates rapidly if not properly built and designed. Some furnaces are built with a secondary coal grate near the chimney to consume the unburnt gases of combustion. The coal required amounts to upwards of 200 pounds per ton of garbage, depending upon the efficiency of combustion required by the community and the character of the garbage and other materials burned. The cost of construction will range from \$600 to \$1,000 per ton daily capacity. The cost of operation will range from about \$1 to \$1.50 per ton, but local conditions may alter these limits.

In some towns gas garbage burners have been installed by private individuals in their kitchens. These will cost about \$3 per month to operate for one family and will not be wholly free from nuisance. They are useful where dumping or burial is difficult and there is no adequate municipal service.

Municipal Affairs in British Columbia

By COUNCILLOR J. LOUDET.

The Cities of British Columbia are at present greatly exercised over the "Jitney Bus" problem which has spread with great rapidity over the whole Pacific Coast. At first, the innovation was distinctly popular and welcomed as a method of retaliation on the B. C. Electric Railway Company for their action in raising the fare to 5c. Now, however, the public are looking at the matter in a broader light. Many hold it unfair to allow a more or less erratic service to take away the best paying part of the street railway company's business, especially when that service constitutes new dangers to the public welfare. The chief points made against the jitney are, erratic service, danger to pedestrians through racing between rival drivers, congestion of traffic on main thoroughfares, long hours worked by drivers with resultant strain, danger of cars being run for criminal or immoral purposes, want of protection to passengers in case of accident and increased liability to accident through the driver collecting fares while steering through traffic. Some of these dangers are being dealt with by an association formed by the bus drivers, but membership not being compulsory the results are hardly likely to be satisfactory.

In Vancouver the Trades and Labor Council has come to the support of the street railway corporation, an almost unheard of event in the history of labor, but justified by the unusual conditions which the jitney has brought in its train.

Vancouver and Street Railway.

The Vancouver City Council proposes to regulate the traffic by by-law and are at present making enquiries as to what has been done in other cities. The city which receives a percentage of gross earnings from the street railway company has experienced quite a large decrease in revenue from this source and in addition has had to supply an increased police service. In his report to the council the chief of police stated that it would soon be necessary to place a traffic officer on every corner from Main Street to Pacific on Granville and Hastings Streets, a distance of eighteen blocks. At present eight men are on traffic duty on this stretch.

In Victoria the traffic concentrates at the junction of Fort and Government Streets, and has become quite a nuisance, but the city council have now the matter of regulation in hand.

It is open to question whether the jitney is here to stay.

The profits at first are large, but when repairs, tyre renewals and car replacement are provided for and possibly passenger insurance, it is very doubtful whether there is any money to be made, unless a special type of car, with low first cost and running expenses is provided. The heavy and expensive cars now running owing to hard times, will gradually drop out and, probably, if the jitney survives the city regulations, will be replaced by the lighter makes of cars. Undoubtedly the jitney problem is most important

from a municipal point of view, and its future will be watched with much interest.

Municipal Elections.

The municipal elections in British Columbia provided a few surprises. Victoria made practically no changes, and its conservatism seems justified. A business-like policy in keeping with the financial conditions has been, and is being, pursued, and the people seem well satisfied that their interests are being looked after.

With four candidates for the mayoralty in Vancouver, Mr. L. D. Taylor by retaining his former support, secured a substantial lead over the other candidates. If he can fill all the "dinner pails" held out to him without endangering the finances of the city, he will probably surprise even some of his own supporters.

In January the city spent \$18,000.00 in relief work, as against \$21,000.00 for the whole of 1914. The Rev. G. D. Ireland, who is in charge of the work, has insisted on the work test for all applicants, and the results bear testimony to his efficient handling of the situation. The city is unusually free from crimes of a serious nature, this being largely due to the combined efforts of the police and the relief officer.

In South Vancouver, with four candidates as in Vancouver, Mr. E. Gold was returned as reeve. Since his election, the meetings of the council have been somewhat lively with the public often taking part in the debates. The municipality at the beginning of the year owed \$700,000.00 to the bank, but a short term loan has apparently been arranged with an Ohio firm, the rate of interest not being given out yet. Many ratepayers deplore the "continuous vaudeville" for which the municipal hall has become famous, and trust that a more businesslike policy will prevail in the future.

The council is sending a deputation to Victoria urging payment of \$900.00 a year to councillors in South Vancouver instead of \$300.00 as allowed by the Municipal Act.

The suggestion has also been made that the councillor for each ward should appoint the foreman for the ward, but a few object to this method, which savors too much of "Tammany Hall." In the upper country the elections resulted in no great changes and less interest than usual was shown. The various farming districts report more people going on the land and the outlook for the year fairly good.

Municipal bond dealers in Eastern Canada have representatives touring British Columbia at present, but apparently more with the idea of feeling out the situation than with the intention of buying.

Sales made recently have been to United States firms and more business is expected to be done there in the future.

ENGLISH MUNICIPAL ELECTIONS.

The feature of the last municipal elections in England was "a n unprecedented absence of contests." There was a truce between the political parties, and most of the fights that did take place were forced by the Labor people. A few contests, of course, were put up by candidates who belonged to no party and championed special causes, but the electors were not enthusiastic, as they seemed to have had other things to think about. The result of the elections is that the personnel of the councils remains pretty much as it was. In the words of the "Municipal Journal": "Retiring councillors have been lucky in getting returned without the bother and expense of contests, and the public have been spared expense too, and a great deal of autumnal oratory. The cost to the ratepayers of a municipal election is considerable. The expense of printing and placarding the walls with the names of candidates and instructions to voters, the hire and equipment of polling booths, the fees of presiding officers and poll clerks, the cost for motor-cars, police, and counting clerks, and other incidental expenses, are borne by the rates, and in the aggregate comes to a substantial sum, as much as £1,400 in a Manchester November election with an average number of contests. All this money has been saved, and can be spent upon the provisions of employment for men who are hit by the war. Next year, or the year after, the contests for the municipal councils will be resumed, but the big fight must be seen through first."—Montreal Municipal Review.

THE PUNISHMENT FIT THE CRIME.

In the year 1481 Jacques de Tourzel, Sieur d'Alegree decreed the following punishments for adulteration and other sins against pure food:—

"Any man or woman who sells watered milk shall have a funnel thrust into his or her mouth and be compelled to drink as much watered milk as in the judgment of the surgeon can be borne without danger to life. Any man or woman who sells butter mixed with beets, stones, or other objects with the object of increasing the weight, shall be arrested and put in our pillory. Then the butter shall be placed upon his or her head and there remain until it shall have been melted by the heat of the sun. The dogs shall be allowed to lick them, and the people may scold them with any words it pleases them, provided that neither God, the King, nor any other persons be thereby libelled. If the weather is cold a fire shall be built in front of the guilty one. Any man or woman who sells rotten eggs shall be bound to the pillory and the street urchins shall be given the rotten eggs, that they may therewith pelt the offender, to the amusement of the people, but it shall be forbidden to throw at them any other object than rotten eggs.—Exchange.

Mr. R. O. Wynne Roberts' engagement with the Regina City Council as consulting engineer will cease on May 31st. He has not yet decided as to his future movements.

Saskatchewan's Municipal Progress

By R. L. S.

This great wheat growing province while feeling the effect of the general depression looks forward to a year of prosperity. In fact its rural areas generally have little of which to complain. Debenture coupons in the greater portion of the province have been met promptly and in no case have they been repudiated. Exceptions to the above exist generally in the southwestern portion of the province where an unprecedented lack of moisture during the last year caused a crop failure which has meant embarrassment to individuals as well as to municipal institutions, many of whom have experienced difficulty in meeting their obligations. It is in this portion of the province that the seed grain question is somewhat acute and to which assistance has been granted by both the Dominion and Provincial Governments. In other parts business is undoubtedly "as usual." As an example, it might be pointed out that the Rural Municipality of Antler, No. 61, of which Mr. R. Douglas, Redvers, Sask., is secretary-treasurer, had collected every cent of arrears excepting the taxes on three quarter sections on the last day of 1914. The schools had all been supplied with money and the municipality with its subsidiary organizations was in first class condition. This is one of a number similarly situated, although in a province so large as Saskatchewan normal conditions of the kind throughout, can scarcely be expected.

Much attention has been given to Saskatchewan's surtax and companies who own large areas but who do not cultivate them or cause them to produce grain and wealth from the soil, have protested against the imposition of this special assessment which might be termed "the speculator's tax." It does not touch those who settle upon and plow their land but to the extent of \$10 per quarter section it affects very directly those men and corporations who hold land for speculative purposes. The clause providing for this surtax reads as follows:

"The lands to be included in the surtax roll and to be subject to the said surtax shall be:

"1. The land of any owner or occupant not exceeding 320 acres which has less than one-quarter of its area under cultivation unless such owner or occupant is an actual resident upon the said land or resides upon a

"farm of an area of at least eighty acres situate within a distance of nine miles therefrom in a direct line, exclusive of the width of road allowances crossed in the measurement and owned solely and occupied by him, or on a farm of that area and so situate, owned solely and occupied by his father, mother, son, daughter, brother or sister.

"2. The land of any owner or occupant exceeding 320 acres but not greater than 640 acres which has less than one-quarter of its area under cultivation;

"3. The land of any owner or occupant exceeding 640 acres but not greater than 1,280 acres which has less than one-half of its area under cultivation;

"4. The land of any owner or occupant exceeding 1,280 acres which has less than one-half of its area under cultivation;

"4. The land of any owner or occupant exceeding 1,280 acres but not greater than 1,920 acres which has less than one-half of its area under cultivation;

"5. The land of any owner or occupant exceeding 1,920 acres."

All the revenue thus secured is paid to and kept by the rural municipalities themselves, no portion thereof going direct to the Provincial Government.

In portions of the province the question of extending relief to those who cannot help themselves is somewhat acute, particularly so in those cases where men and women fall ill and are sent to some adjacent hospital. Legislation has been passed to meet these cases, so far as possible, but a delegation from the hospital authorities waited on the Government on the 21st ultimo to secure additional legislation to protect the charitable institutions. An effort is being made to so amend the law that both the municipality and the hospital will find satisfaction.

With wheat soaring to an unusual price, with a larger area ready for crop than ever before in Saskatchewan's history and with favorable conditions, the province generally should flourish during 1915, notwithstanding the fact that the European War had a deterring effect. When the province flourishes so must its municipalities.

The Saskatchewan Association of Rural Municipalities meets in Saskatoon early in March. Fully six hundred delegates are expected.

SASKATOON'S TOTAL ASSESSMENT WILL BE JUST UNDER FIFTY MILLIONS.

The assessment of land and improvements in Saskatoon, as prepared for 1915, shows the following totals:

Land, \$45,805,755; Improvements, \$4,194,905; Total, \$50,000,660; Exemptions, \$3,321,000; Nett, \$46,632,660.

The assessment for business and income is not completed yet, so that the net total above will be increased by that amount, which the assessor estimates will be \$1,800,000, making a total of \$48,432,660.

Clause 195 of the City Act provides as follows:—

"Except as provided in Section 48 of the Municipal Public Works Act, and for the purposes in Section 40 of the Secondary Education Act, the amount of the debenture debt of the city at any time outstanding shall not exceed 20 per cent of the total amount of the assessment in respect of land, businesses, income and special franchises."

The debenture debt (sold and unsold) of the city at the 31st of October was \$5,938,458.13.

City Estimates for 1915, Are \$153,000 Less Than for 1914.

In pursuance of a wise policy of economy, Saskatoon's estimates or appropriations for 1915, provide for a total expenditure of \$528,000, or \$153,000 less than for 1914. This will mean that notwithstanding the lowering of the assessment by sixteen per cent, a reduction of one mill in the general taxes will be enabled. These reductions taken together virtually mean a cutting of the city tax rate by three mills. In addition the rates on profit earning utilities have also been reduced. It is now believed that everything has been brought down to a rock-bottom basis in keeping with the times.

PROHIBITS BILLBOARDS.

A Chicago ordinance, just held valid, prohibits the construction of billboards in a block in which one-half of the buildings on both sides of the street are used exclusively for residences, unless consent in writing of a majority of owners or street frontage is first obtained.

DEPUTATION TO B.C. GOVERNMENT.

Mayor L. D. Taylor, Aldermen McBeath, Crowe and Hepburn, accompanied by City Solicitor Hay, of Vancouver, waited upon a special committee February 8, at Victoria, in connection with the amendments to the city charter, which are being asked from the legislature.

Although not in the nature of a charter amendment, the deputation had been instructed to ask for an additional representative on the Joint Sewerage Board, it being felt that as Vancouver pays 50 per cent of the cost of the undertaking it was entitled to at least two members on the board.

ALBERTA DEPUTATION TO OTTAWA.

Sir Robert Borden, Hon. Robert Rogers, Hon. W. J. Roche and Hon. Arthur Meighen on February 1 received a deputation consisting of Mayor Costello, Calgary; Mayor Hardy, Lethbridge; Mayor Hawthorne, Medicine Hat; and Mr. Warnock, president of the Lethbridge Board of Trade.

The deputation had a double request to make. They asked that in order to relieve the unemployment situation the construction of projected public buildings be proceeded with. A more important request was that the government proceed with the irrigation scheme in the Lethbridge district, the proposal being to irrigate 100,000 acres of land at a cost of \$18 per acre or slightly less than \$2,000,000. Sir Robert Borden promised consideration.

THE LAYING OF ASPHALTIC CONCRETE.

Asphaltic concrete must be laid hot and rammed until the surface is smooth. Care must be taken that the materials are properly heated, that the place where it is to be laid is absolutely dry, and that ramming is done before it chills or becomes wet. The rammers should be heated in a portable fire.

Further Replies re Municipal Finance, Unemployment and Charities

CITY OF REGINA.

Your circular letter of the 29th ult. was handed to me a day or two ago by His Worship the Mayor for attention. I have held same over pending the development of certain schemes in connection with the plans of the City to deal with the unemployment question—hence the delay. I will treat the subjects seriatim.

Finance.

As to the manner in which this difficult problem has been dealt with during the past year, I cannot do better than quote a portion of the City Commissioners' Annual Report to the Electors of the City dated 27th November last as follows:—"Towards the middle of 1913 difficulty was experienced in disposing of the City's bonds and short term financing by means of Treasury Bills was resorted to, 1914 having to assume a floating debt of some \$1,200,000 in this form. The Works programme was drafted early in the year and the necessary By-laws approved by the ratepayers to the amount of some \$2,700,000, but during the year only about \$900,000 worth of bonds have been disposed of. Treasury Bills to an approximately equal amount being retired. The Works programme as drafted was cut as soon as the financial situation was realized, and the Council in the middle of the year decided on financing by Treasury Bills until such time as the bond market should revive. Some \$800,000 worth of bills were floated, shortly after which war was declared, and it became impossible to finance further in this way. The works were stopped while it was ascertained what our cash requirements were, in order to pay for material shipped, and to complete certain of the most necessary works. The Bank was then approached and consented to finance the City's urgent requirements on Capital account taking Treasury Bills as security, the City agreeing to undertake no more work except such as might be absolutely necessary for the public health or safety until these bills had been redeemed. Having in view the financial situation and the conservative policy necessarily adopted by the Banks in granting loans against the sale of securities, which will possibly not be saleable until after the termination of the war, it is considered that the action of the Bank in this regard was a most generous one, and should be deeply appreciated. It would appear also that in granting the city this accommodation the Bank expressed in the most practical way possible, its belief in the good credit of the city, and its confidence in the administration of its civic business. Despite the difficulties experienced in financing the construction of new works a programme amounting to approximately \$1,300,000 has been carried out."

The City's Financial Statement as at 31st December, 1914, is not yet ready for publication. The enclosed synopsis of the Auditor's Financial Statement for the period ending 31st October last presented co-incident with the Commissioners' report already referred to, shows clearly the financial position of the city as at that date. The Council was fortunate enough a day or two ago to dispose of a block of the City's debentures amounting to approximately \$689,000, and further offers for small blocks are being considered at the present time. Considering the unprecedented financial and industrial depression which prevails, the City is adapting itself to the changed conditions remarkably well.

Unemployment.

Ordinarily, and during normal times this problem could probably be coped with by the Bureau of Public Welfare. The excellent work of this Department is but briefly referred to on pages 112-114 of the Municipal Manual enclosed. Realizing after the outbreak of war that the situation was likely to become acute, the Council took steps early in September to deal with the question in a businesslike manner. An Industrial Census of the city was taken with the object of determining amongst other things the state of employment and unemployment; the number and extent of property owners in the city; the resources of our citizens for the coming winter and what transients would likely return to the city to reside after the harvest. With the aid of the Press, the Census was quietly carried out, and a mass of information obtained which has been found of considerable value to the Dominion and Provincial Governments, the Mounted Police, and has also served as a check in the relief work of the city. As a further

step, the Mayor recently called a meeting of representatives from the various local organizations interested in relief and charitable work to discuss the unemployment question, and a committee was formed to prepare recommendations for dealing with the situation. As a result a Registration and Employment Office has been opened in the City Hall for the registration of the unemployed. Our Civic Departments are co-operating with this office by applying to same for all future employees as far as practicable. Amongst some of the other recommendations which are receiving attention are: The establishment of a woodyard and garment factory; the working of a stone pile; the possibility of work at ice-cutting and the securing of information as to what civic works are now necessary and can be proceeded with.

The assistance of the Provincial Government was also sought and a Conference of the Mayors of the Cities throughout the Province was held, with the result that a grant will be made to the city for the months of January, February and March to be used for general relief and partly for loans to those who do not wish to accept charitable relief. The administration of this fund has been placed under the control of a Committee consisting of representatives from the City Council; Provincial Bureau of Labor, Trades and Labor Council and the Bureau of Public Welfare. No effort, therefore, is being spared to deal with this problem in a systematic and intelligent manner.

Charities.

Under the "City Act" no grant exceeding \$500 can be made to assist any charitable institution without reference to the ratepayers. The whole question of grants, however, for this year has not yet been definitely dealt with. I am, therefore, not in a position to say what policy will be adopted by the present Council in this respect.

Regretting my inability to reply before, and trusting that the foregoing information is not too late to be found of some assistance, I am, Yours truly,

GEO. BEACH, City Clerk.

CITY OF VICTORIA, B. C.

Replying to your circular letter of 29th ultimo, with reference to the methods in this City for dealing with problems caused by the War, under the following heads, viz.: Finance, Unemployment and Charities, I would state:

FINANCE—While it has been necessary to retrench in some respects, we have only done so where absolutely necessary, and where it could be done without interfering with efficiency. We have faced a naturally difficult situation, calmly and without panic.

UNEMPLOYMENT—This is the biggest problem to solve, and we have done a considerable amount of street work, in order to relieve the situation—paying relief wages. The Central Relief and Employment Committee—which is under the auspices of the City, now has the matter in hand and we hope to have a definite scheme to work on in the near future.

CHARITIES—These have been conducted in much the usual manner—the only difference being that the number of calls on Charity have been greater and more urgent than usual.

The situation has been somewhat easier than it might have been had we not had a branch of the Canadian Patriotic Society established in Victoria. This branch has done much to relieve distress in this city.

In spite of the many disadvantages brought about by the war, the people of Victoria are very optimistic of the future and with the early approach of Spring we look for better times.

A. STEWART, Mayor.

(See also Page 102.)

THE CITY MANAGER.

At a public meeting held at Hamilton, Ont., under the auspices of the Board of Trade, and with the Mayor and some members of the City Council present, Aldermen P. W. McLagan, W. K. Grafftey, and E. H. Brown of Westmount, P.Q., gave addresses on the municipal system of Westmount, which is under a council and general manager.

Alderman Brown, who was the first speaker, explained that his reason for entering the municipal arena was that his taxes had been raised several times and he decided to get on the inside and find out for himself how the affairs of the taxpayers were being conducted. He sat during the ward system, but found that numerous meetings were being held without much headway until finally Ald. McLagan made the suggestion that the ward system be abolished and four aldermen and a mayor be elected and a good manager secured. It was the commission's point that if the man did not make good he would be discharged. The system eliminated interference with department heads by aldermen. The system may not be perfect, but changes were being made as time went on. The speaker stated he might be a radical, but he would favor the total abolition of councils. The salary of the city manager had more than been saved by the stoppage of the leaks that had been going on before he took charge.

Ald. McLagan went into the question more thoroughly. He remarked he did not intend to tell his auditors how to run Hamilton, but was very pleased to offer any suggestions which might prove beneficial. He gave a brief resume of the history of Westmount, which now is practically surrounded by Montreal. It has an area of one and one-half square miles, and a population of about 25,000. There were 27 miles of paved streets and 47½ miles of concrete sidewalks. The assessment totalled \$53,000,000, of which \$9,000,000 was untaxable. The general rate was 9 mills, while 2½ mills was charged for improvement purposes and 5 mills for school purposes.

The business of the city was attended to by the commission of five, which included four aldermen and the mayor. Each had a department to supervise and friction was an unknown quantity. It was the function of the commission to guide, not run, the departments. The manager was conferred with by the committee of the whole when he made a report as to what he had done in a certain department this week and what he intended to do next week. The meetings were private, but the members met as a council to discuss capital expenditures and amendments to by-laws, when the public was allowed in. The manager was not expected to do everything set forth in the by-law appointing him, but he was held responsible for all matters. He supervised all departments and held the heads responsible or any blunders while we held him responsible also.

Ald. Grafftey, who has been a member of Westmount's civic government for five years, described it as one of harmony. There was no loud and long discussion, but business was the main idea. He had charge of the lighting department. The city erected its own plant and created heat for the engines by the burning of all city garbage. The revenue the first year amounted to \$12,000, now it totalled \$128,000. To-day the streets were being lighted from the profits of the house lighting plant, and a very substantial sinking fund was on hand. The people would support any proposition that was properly conducted on their behalf and where everyone at the head of the city's affairs was pulling for the citizens, instead of zig-zagging one way and then another.

In answer to a question from Samuel Landers, Ald. Grafftey stated that St. Paul, Los Angeles, Galveston, New Orleans, Leeds, England, and many other large centres were being managed by a commission.

No definite action was taken following the placing before the audience of the facts, as the board of trade will conduct a general open meeting in the near future to consider all phases of the proposition.—Reduced report from "Hamilton Spectator."

GIVE THE BOYS HEALTHY PLAYGROUNDS.

A steam boiler has its safety valve and a boy has his. You can sit on the safety valve of a steam boiler if you choose, but you are an awful fool if you do. But what else is it we have been doing until quite recently but sitting on the safety valve of the boy? The boy's safety valve is his play. Sit on that, hold it down hard, and you will have trouble. Give him the gutter for a playground, and nothing else, and you will have crime as a matter of course.—Jacob Riis.

AS OTHERS SEE US.

A very interesting resume appears in "Garden Cities" of the impressions of Mr. W. R. Davidge, of London, who recently crossed the United States and Canada on his way to Australia on behalf of the Garden Cities and Town Planning Association of England. After commenting on some of the cities of the United States which he visited, he comments on Canadian cities as follows:—

"Milwaukee, St. Paul, Minneapolis, and other cities were visited, and then Winnipeg, the great Canadian business city which has practically grown up during the last twenty years. Winnipeg is in many ways an astonishing city when one considers the short period of its growth and the tremendous strides it has made in so short a time. Already it has many huge buildings, and in all probability it will, be in the immediate future the one great city of the Middle West.

"At one time the Canadian Pacific Railway crossed the main street on a level crossing, like so many Western cities, but of late years it has been necessary to dip the roadway down under the railway, thus forming a most ungainly switchback bottle-neck in the main street of the town. This, however, is but one of those growing pains which cities of rapid growth must perforce experience, and the rapidly rising streets of wooden houses in the outlying parts of the city testify to its steady and constant growth in wealth and population.

"The other cities of the Canadian West, Regina, Calgary, and Edmonton, have risen with almost equal rapidity, and it is somewhat astonishing to find that even in towns of moderate size, the increased land values, aided by the results of widespread speculation, have had the effect of forcing the construction of buildings twelve or fourteen stories high after the New York model. At present these tall buildings are largely used for commercial purposes, but already there is a tendency towards the erection of tenement buildings or flats—a crowding together of dwellings which has no *raison d'être* whatever in this land of vast spaces.

"The Canadian Rockies are reputed to be the finest of the giant mountain chain, and, during our few days at Banff and Lake Louise, we felt the awe-inspiring grandeur of these mountain peaks around us. A short stay in this invigorating air and we pursued our way over the Great Divide and down on the western side to the fertile valleys of British Columbia. Vancouver, at the Pacific terminus of the C.P.R., is a town with many lessons to teach. Beautifully situated by nature on one of the most beautiful waterways of the world, it is worthy of the great efforts already being put forth to make it one of the greatest cities of the West.

"Tall office buildings and hotel buildings of eleven or twelve stories are rearing their heads in all directions, but as yet there is no harmonized plan for the general development of the city. Vancouver is at present spending something like a million sterling in building subways under and bridges over the railways which up till now have crossed some of the main streets on the level—a somewhat costly method of rectifying the original mistake, but an example which should be of service in preventing other municipalities from having to incur expenditure which might have been avoided by a little foresight in the laying out of the railway comparatively few years ago. The present municipal authorities, however, are fully alive to their responsibilities.

"There are many attractive features in the city of Vancouver, the greatest attraction probably being the Park System, of which Stanley Park is probably the most beautiful. The suburbs of Point Grey and South Vancouver are also interesting. A good deal has been done in laying out new districts such as Shaughnessy Heights—with beautiful residences for the well-to-do—and much more is promised when the splendid university site comes to be laid out.

"From Vancouver the comfortable steamship Marama, of the Canadian-Australian line, bears us out of the harbor and down through the land-locked waters to the city of Victoria on the island of Vancouver—the capital city of British Columbia. Although not so large a city as Vancouver itself, Victoria, B.C., is a most beautiful city, and both in its public buildings and gardens it shows itself a worthy portal on the Pacific side of British North America. The snow-clad Olympian mountains in the State of Washington, just across the Sound, stand up beautifully in the evening light as the Marama heads out to sea, bound for Australasia."

SOME BIG MUNICIPAL MEN

(By AJAX.)

CONTROLLER J. A. ELLIS, OTTAWA.



If a consensus of opinion of men who know, could be gotten to give the name of the best example of the municipal gladiator, that name would be J. A. Ellis, now Controller of Ottawa and member of the Ontario Provincial Legislative Assembly. Ever since he entered the municipal arena, some fifteen years ago, this fiery spirit has been fighting for civic reform of some kind or other, and

though in his campaigns he has made many enemies—not personal—he has, at least won their admiration for his fearlessness. But who would think, to look at him, that such a man had been a factor in civic building. The very antithesis of physical robustness, and with the ways of a recluse rather than a man of action, the first impression one gets is not striking—though there is nothing unusual in that, for during a somewhat large experience, I have never yet met a public man the first time who came up to expectations. But after some conversation and not before—a gradual awakening within one takes place, and when you are really awake you are listening to one of the brightest minds in Canada. After that you no longer wonder at Ellis's reputation as a civic awakener—he can make men think.

Controller Ellis is an Englishman by birth, and a Canadian by temperament, with all the Lancashire man's love of fighting, and the Canadian sense of confidence in one-self. When he first came to Canada, in 1884, he was twenty-one years of age, and already married. A good organizer and no doubt influenced by the co-operative movement which was then beginning to be a factor in Lancashire and Yorkshire, he soon began to organize societies that had for their basis the co-operative principle, with fair success.

He first entered the Ottawa Council in 1901 as Alderman, which position he held for two years, and in 1904 ex-Alderman Ellis was elected to the Mayor of City Treasurer for five years (1907-1911). To his mind is due the Ottawa civic electric plant and the saving of the city from light monopoly some years ago. The other municipal positions held by Mr. Ellis have been President of the Ontario Municipal Association, 1906-7, and Vice-President of the Union of Canadian Municipalities, and for his splendid services to the Union he was elected to the honorary position of a past-president. In politics, a Conservative, he was nominated as a candidate for the House of Commons in 1910, but retired the day before the election. He first entered the provincial house as member for Ottawa West in 1911, which seat he still holds.

A man with such a record of public life would hardly be expected to give much time to hobbies, and yet ex-Mayor Ellis not only takes a keen interest in horticulture, but to instil into his fellow citizens the same love of nature and its beauties, he needs must organize the Ottawa Horticultural Society, of which he is President to-day. His talents as an organizer were in request as Chairman of the Japanese Famine Relief Fund in 1906, and many other movements for the amelioration of distress have either been started or helped by this little man with the big head and big heart.

Ex-Mayor Ellis, M.L.A., is still a young man in years, and still younger in spirit and optimism—his friends the enemies have not subjugated him at all. He has unbounded confidence in the future of his adopted city. To him it is the city par excellence in everything worth while—with the exception of the Ottawa water question, which of course is outside the writer's province to discuss. A good fighter, he always plays the game, though like most men from Lancashire, he never knows when he is beaten. A keen sense of public responsibility—he only use his public positions for the public welfare, not for any personal advantage the positions might give him. Such a man with his many opportunities has a great future in working for the benefit of his fellows. He will certainly try, for J. A. Ellis is not the man to take it easy when there is so much work to do.

REFUSE DISPOSAL.

In America, there is still a tendency to adopt what is known as garbage reduction plant instead of incinerators. An interesting report upon the refuse disposal of Trenton, N.J., by Messrs. Hering and Gregory, consulting engineers of New York, was published early in 1914, and it was shown that the nett annual operating cost of a reduction plant, including sewage pumping station, would amount to about £14,628, while the figure for an incineration plant would be £9,476. This indicates one reason why the engineers recommended the adoption of the latter method. It was proposed to use the heat from the destructor to generate electricity and to transmit the current to the pumping station at the proposed new sewage disposal works.

From a report upon the disposal of the refuse of Toronto, Canada, it appears that it was considered advisable to deal with the garbage or kitchen refuse separately in a reduction plant, and to burn the rubbish in an incinerator and utilize the power developed in the rubbish furnaces in the reduction plant.

In a report upon the disposal of refuse in Chicago, issued about the same time, somewhat similar recommendations were made. Six different proposals were considered, and the scheme recommended consisted of the disposal of garbage in a central reduction plant, and the burning of rubbish in small incinerators, one in each of fourteen collection districts, except one which is already provided with an incinerator for the total destruction of all garbage and rubbish. It was estimated that in 1920 the enormous amount of over 1,300,000 tons of material will have to be collected and disposed of.

The difficulty of refuse disposal in large cities is often greater than in smaller towns, owing to the problem of securing suitable sites for destructors and the cost of transport. The very large quantity of refuse to be handled in Chicago is mentioned above. In Manchester it amounted to over 312,000 tons in the year which ended March 31, 1914. In reporting upon the subject at the beginning of the year, the Highways Committee of the Westminster City Council stated that some 115,000 tons of refuse have to be disposed of each year by the council, and the cost of this work is a very heavy item of expense.—The Surveyor.

Crime in a large city is to the greatest extent merely a question of athletics—of a chance to play.—Earl of Meath.

Toronto and its Unemployed

In reply to your circular letter addressed to His Worship the Mayor, I forward herewith a copy of Report No. 1 of the Special Committee appointed by the City Council to deal with the Unemployment question. The Committee are still at work, and hope to arrive at satisfactory results at an early date.

W. A. LITTLEJOHN, City Clerk.

Report No. 1 of the Special Committee re Unemployed.

Your Committee beg to report, for the information of the City Council, that since their appointment on the 15th inst they have held three meetings and in addition to the recommendations below referred to the following action has been taken in reference to matters herein mentioned.

A deputation was appointed, consisting of members of the City Council, representatives of the Board of Trade and the Trades and Labor Council, to wait upon the Ontario Government and lay before them requests, which if carried out, would provide a certain amount of work for the unemployed, viz.:—

- 1.—To undertake and carry on, as far as practicable, the clearing of Crown Lands to be subsequently occupied by settlers who will be expected to make repayment of expenditure on the instalment plan.
- 2.—Clearing and doing considerable work during the winter months on Government roads in New Ontario.
- 3.—Establishment of new mills to create local markets for pulpwood and timber.
- 4.—To carry out the Good Roads programme as adopted by the Ontario Good Roads Commission.
- 5.—To make an early beginning of the work of constructing the Hydro Railway System.

The deputation, along with the City members of the Legislature, waited upon the Honorable Mr. Hearst, Premier, and the Members of his Cabinet, on the 31st inst., and after laying before the Members of the Government the propositions above mentioned, the Honorable Mr. Hearst, on behalf of the Government, briefly outlined what the Government has done and is doing to help the unemployed situation, and gave your Committee to understand that the Government is willing, ready and anxious to do all that they can to assist in securing employment for the unemployed not only in Toronto but throughout the Province.

In compliance with the request from your Committee the heads of the several Civic Departments reported as follows:—

Commissioner of Works: That during the present year the amount of \$840,000 for water mains, etc., throughout the City, would be provided, and that the special appropriation of \$5,000 for the removal of snow and ice has given a certain amount of employment, also that if funds were provided the proposed sewerage system for North Toronto could be put under way.

The Street Commissioner reported in favor of the suggestion to remove ice and snow from the main thoroughfares of the City. In connection with this item your Committee have recommended that the Board of Control report \$10,000 in addition to that already granted for this purpose.

The Commissioner of Parks advised that he is at present carrying on a large amount of relief work, and is investigating the proposition of utilizing relief labor in the cleaning out of Catfish Pond (High Park). He has since reported thereon to the Committee on Parks and Exhibitions.

The Committee received a large number of communications from citizens offering suggestions to relieve the condition of unemployment, and these will receive due consideration.

Communications have been received from the Mayors of a number of Canadian cities and of cities in the United States, stating what steps have been taken by their respective cities to provide work for the unemployed.

The Commissioner of Works addressed your Committee in reference to the following works which was stated had been stopped, viz.:

- 1.—Filtration plant at the Island.
- 2.—Work at the main pumping station.
- 3.—Work on contracts on pavements, sidewalks and sewers.

In reference to the filtration plant at the Island he stated that he stopped the work deeming it inadvisable to proceed therewith during the cold weather. He further stated that work at the main pumping station has not been stopped, but is going on satisfactorily. As for contracts for work on streets he did not know of any contracts held up which could be carried on at the present time.

The Commissioner of Property reported that work in connection with the erection of the new City Registry Office which was held up on account of the slow delivery of steel to be used in connection with the erection of the building, will now proceed more expeditiously as material is coming to hand.

A complaint was made that in connection with the Bloor Street viaduct some fifty French Canadians had been brought to work thereon from outside the city. Upon investigating the matter it was found that this was not the case.

His Worship the Mayor submitted a plan to start a "give-a-man-a-job" campaign and the suggestions outlined by the Mayor have been referred to a sub-committee to report thereon.

The Commissioner of Works has been asked to consider several suggestions made by members of the Council regarding the construction of local improvement works.

It has been decided to communicate with the City Members of the Dominion Parliament and the Government to ask them to commence the work of erecting the new Post Office and Customs House buildings at the earliest possible moment, and also to ask the Government to use its influence to have the work of erecting the new Union Station and Esplanade Viaduct proceeded with as little delay as possible.

Your Committee beg to recommend as follows:

Census of Unemployed.

- 1.—That the Board of Police Commissioners be asked to have a census of the unemployed taken by the uniformed police.

Repairs to Public Buildings.

- 2.—That the Property Commissioner report to the Board of Control what repairs he contemplated doing during the present year to the various fire halls and other public buildings, together with the estimated cost thereof, and that the Board of Control be requested to provide the necessary funds in advance of the Estimates in order that work may be commenced at the earliest possible date.

Reorganization of Labor Registration Bureau.

- 3.—That the Labor Registration Bureau be placed immediately under the direction of the Board of Control, and have its functions and scope enlarged so as to make it a permanent organization for the purpose of bringing together persons needing employees and persons needing employment, as well as for the supplying of labor to Civic Departments.

Contracts for War Supplies.

Your Committee, having heard a deputation from the garment workers, beg respectively to recommend that the proper authorities of the Dominion Government be asked to give clothing manufacturers doing business in this city as large a share as possible of clothing contracts and of any other contracts for war supplies, with a view to providing work for some of the unemployed in this City; and further, that the Government be asked to do what they can to secure similar action by the Imperial and French Government representatives who have charge of the purchase of goods and material for war purposes.

Laying of Water Mains.

It is recommended that the Commissioner of Works be requested to proceed at once with the work of laying water mains throughout the city (including North Toronto), by day labor—funds to the amount of \$840,000 having been appropriated therefor.

Rate of Wages For Relief Work.

Your Committee recommend that relief work be hereafter defined, and that men employed under that heading be paid at the rate of twenty-five cents per hour, and that seven (7) hours constitute a day's work.

Respectively submitted,

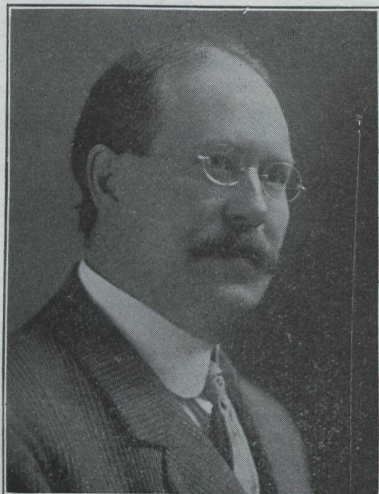
F. S. SPENCE,
Chairman.

TORONTO'S RECORD IS AN ENVIABLE ONE.

The general death rate in Toronto in 1914 is lower than that attained by any American city or British town in 1913, being 11.2, while for 1913 the rate for Toronto was 12.9. Milwaukee's rate in 1913 was 13.2, and Bristol's 13.3, these being the nearest to Toronto's rate. New York in 1913 had a rate of 13.8, London of 14.4, Chicago of 15.1, and Glasgow of 17.2.

SIR GEORGE CARTIER AND HIS TIMES

By JOHN BOYD.



John Boyd of Montreal in his book on "Sir George Cartier and his Times," has produced a work, not only monumental in size and comprehensive in its scope, but one that will find a place in the libraries as one of the best written biographies produced in Canada. Throughout the work the writer makes the reader feel at home, for he uses language that is easily understood, without losing any of that dignity so necessary to the successful portraying of such a life as Cartier, and at times Mr. Boyd rises to a standard of diction

equal to that of the best historians of the English speaking world. He presents the great French-Canadian as a patriot and a big national figure, but truly says in his preface that "to write the life of Cartier the biographer must write a period of Canadian history." And the biographer has admirably succeeded in giving a vivid picture of the founders of Confederation, of course showing Sir George as the central figure, although he does not seem out of place even with such outstanding personalities as Papineau, Macdonald, Brown and Tupper in the same picture. In working for the common cause, Macdonald and Cartier understood each other thoroughly and played into each other's hands, and, according to Mr. Boyd, the one (Cartier) did most of the spade work, while the brilliant other (Macdonald) did the superstructural work. There was nothing of the selfish egotist about Cartier, so long as the end was attained. He did not seem to care who got the credit, and even when on the consummation of Confederation he refused a C.M.G. as being a lesser title to that of Macdonald, it was because he looked upon the smallness of the reward as a slight to his compatriots—not to himself.

Mr. Boyd has made a feature of Cartier's citizenship; he has, in fact, based the whole of the great man's subsequent career on the many and bitter fights he waged for the rights of citizenship, and for the city of Montreal. He gives in detail how Sir George, recognizing that the growth of a city depends more on its transportation facilities than anything else, secured the first transcontinental railway charter, which was to have its terminal at Montreal, and it was on Cartier's charter that the C.P.R. charter was based. Sir George was instrumental in laying the foundations upon which has been built the magnificent canal system of the Dominion, and no public man has recognized more fully the rights of the municipalities than the subject of Mr. Boyd's book.

In summing up Cartier as a speaker the author says:—"It was his sincerity, frankness and wide knowledge of all subjects and not his delivery, that gave force to Cartier's utterances. He had a poor voice, pitched rather high, with a rasping tone, and some of his mannerisms were peculiar. But if he could lay no claim to oratory, Cartier was an excellent debater. His facts were all marshalled with logical precision and it was upon clear, convincing statements that he depended to sway his auditors. His speeches possessed few, if any flowers of eloquence, but they abounded in information, in a mass of details and were marked by logical clearness and by that spirit of assurance and optimism which was so characteristic of the man."

That such a poor speaker could be so effective in holding the vast audiences as he did, not only in his native province, but in other parts of Canada, and even in England, is a splendid testimonial to Cartier's strength of character, and which the author throughout the book makes a point of. The book is not only well worth reading for its literary merit, but for the vast amount of information, and history round a most interesting period of Canada's existence, that it contains. Mr. Boyd by his "Life and Times of Sir George Cartier" has placed himself in the front rank of Canadian authors.—F. W.

CHANGES IN TORONTO'S ACCOUNTING

A number of Toronto's city officials, including City Treasurer Patterson, and City Auditor Sterling, who recently made a circuit of certain cities of the United States for the purpose of collecting data that might be applied to the reorganization of the accounting system of the Queen City, have made their report showing the proposals suggested as a result of the tour, a copy of which we would suggest other municipalities studying if only for the valuable suggestions contained.

Chief among the proposals is the request that "it shall be the duty of the City Treasurer to estimate the revenue for the year, for the purpose of submission to the annual estimate, and that the estimate of that officer shall not be varied by the Board of Control."

Regarding the accounting system, it is urged that the several departments be instructed to submit to the City Auditor for approval a standard classification of all accounts to be detailed as the object of expenditure.

To arrange for detail and cost accounting on a standard basis, in order to provide proper comparative costs.

The proper control of all appropriations with a view to obviating overdrafts and unauthorized expenditures.

The report also states that "the Audit Department should establish and keep a proper appropriation and liability ledger, thus establishing control over all expenditures or incurred liabilities, as against various appropriations.

"In order to properly safeguard the city's interest in this respect, all materials and supplies should be handled through a proper stores system, so that thorough inspection as to quantity and quality may be obtained. This is the only safe and recognized method.

"Materials and supplies having been carefully checked and inspected, the passing of the account for payment readily receives a proper audit by passing through the department securing the supplies, and is checked by the Audit Department before payment, as to price, etc.

"That additional store yard sites be purchased, with railway facilities and proper equipment for storing and handling, so that an inspection can be operated in connection with the same, to ensure the receipt of both the quantity and quality of materials and supplies.

"That proper store ledgers, issue sheets and material received sheets, etc., be installed.

"To systematize the preparation and payment of payrolls, to provide against the padding of same, and to protect the city by providing means to secure audit as to payment of wages to the individual.

"The payment of the amount of wages should, however, be covered by the issuance of a paymaster's check, and not paid in cash as at present.

"The preparation of the estimates for the year, under general and sub-heads, to be arranged and standardized."

OUTREMONT, P. Q.

In the special article on Outremont which appeared in the last issue of the Journal, in giving the list of officials the writer inadvertently missed out the names of the auditors who are, F. W. Sharpe, C.A., and T. Coutts Milne, C.A., of the firm of Messrs. Sharpe, Milne and Co., Accountants, Montreal.

(Continued from page 98.)

REVELSTOKE, B.C.

Replying to your letter of the 29th ult., I beg to say as follows:—

Finance.—Up to the present we have had no trouble financing our city, as the Molsons Bank has allowed a loan of \$25,000 on taxes, which we hope will cover our needs. We have also \$12,500 Debentures not sold, which belongs to the General Fund, as we have completed the work without any loan from the bank, and about \$4,000 belonging to another debenture issue which was also spent from the General Fund. Should we get a consistent price for these, we consider we will be able to do our financing for the current year.

Unemployment.—There are quite a number of unemployed in the City, but it appears many of them have left for the larger centres. We are looking forward to some work opening up in the spring before we will have to adopt any method of assistance.

Charities.—We have not given as much assistance as usual owing to the fact that there is a local relief society financed by subscriptions, who has taken this matter in hand.

W. A. GORDON, City Clerk.

REVIEW OF CIVIC IMPROVEMENT

Conducted by

W. H. ATHERTON, Ph. D. (Sec. City Improvement League of Montreal)

CITY IMPROVEMENT LEAGUE OF MONTREAL.

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J. George Adami, M.D., D.Sc., F.R.S.

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The President of the Board of Trade.
Le President de la Chambre la Commerce.

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Executive Secretary:

W. H. Atherton, Ph.D.

402 Coristine Building. Phone Main 4362.

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All communications to be addressed to Dr. W. H. Atherton, Secretary of the City Improvement League, office of the "Canadian Municipal Journal, 221 Coristine Building, Montreal.

A FORUM FOR CIVIC DISCUSSION.

By W. H. ATHERTON.

Civic Organizations.

In a previous number of this Journal, we advocated in these columns the need of Canadian associations arising to deal with civic questions. We had an article showing the activity of the United States and a survey of the field there (see article on "Civic Functions," Canadian Municipal Journal, Nov. 1914). We have also recently promoted the idea of a central organization of Canadian Civic Associations to be a bureau of inter-relation, through a common association and a common journal (Canadian Municipal Journal, January 1915). We have also directed the attention of these organizations to the new City Planning movement inaugurated by the Commission of Conservation, and we have urged the associations to form in line to make public opinion on this new venture as one, which offers a master-key to the solution of most sociological and civic improvement problems (Canadian Municipal Journal, February 1915).

We therefore hail the advent of new life in the Dominion. We have just received from Toronto two questionnaires sent from a "Committee for study of a proposed forum for the discussion of civic affairs"—the interim committee being composed of Messrs. Hume Blake, K.C., Mark Bredin, John A. Cooper, W. J. A. Donald (acting secretary), John Firstbrook, F. D. Hayes, Oliver Hezzlewood, John Macdonald, John I. Sutcliffe, and Sir John Willison. Their office is 813 Trader's Bank Building, Toronto.

We publish both of their questionnaires in their original form, first to give them publicity, and secondly, because we hope that similarly other local associations may be formed, stimulated by the underlying thirst for knowledge evinced by the Toronto Committee, and finally that there shall be one central Canadian civic Association to join together all the civic experts of the Dominion into one school.

This idea has been approved of by the Canadian delegates, at the Toronto Meeting of the National Municipal League in November, 1913, and again, in the International City Planning Congress held in the Convocation Hall in Toronto last summer, when the steps were taken to secure the appointment of the City Planning and Housing Bureau, since attached to the Commission of Conservation and

placed under the direction of Mr. Thomas Adams (see this review for February 1915). A temporary committee, representative of the Dominion, has been appointed to study means for the formation of a central Canadian Association of civic students. The present writer has been appointed the Secretary "ad interim." It is meant to be not a local but a national association. We need a national forum for civic discussion (Canadian Municipal Journal, January, 1915).

We should very much desire that the committee issuing the following questionnaires, would draw up a resume of their findings in Canadian cities, such as we printed in our returns of November 1914, concerning a said similar return from investigations made in the cities of the United States.

Such information should be given to the common cause, and these columns will gladly be devoted to its dissemination.

Questionnaire re City Clubs.

- 1.—How was your City Club financed at the beginning?
 - (a) How many members did it have to begin with?
 - (b) What was the entrance fee? Annual fee?
 - (c) What was the yearly income and expenditure at beginning?
 - (d) What is the present annual income and expenditure?
- 2.—What main circumstances led to the formation of your Club?
- 3.—Purposes of the Club:
 - (a) Was the Club organized to advocate or support men or measures?
 - (b) Under what circumstances has the Club ever supported or opposed measures?
 - (c) Has the character of the work of the Club changed?
- 4.—Equipment of a City Club:
 - (a) Do you know of any City Club which has succeeded without a club house or rooms?
 - (b) Do you know of any City Club which has succeeded without a Lunch Room?
 - (c) What value do you attach to these features.
- 5.—Re other Civic Associations:
 - (a) What other associations are active in civic work in your city?
 - (b) Could we get a brief statement of the special function of each of these civic associations?
 - (c) Could a Chamber of Commerce or a Board of Trade accomplish your purposes?
- 6.—We would be glad to have copies of:
 - (a) Annual reports and financial statements at various periods in your history.
 - (b) The Constitution of your Club.
 - (c) Names and addresses of Civic Associations in your city.

Questionnaire re Chambers of Commerce and Boards of Trade.

- 1.—What are the main purposes of your Association?
- 2.—Does your organization take an active part in civic affairs?
- 3.—Under what circumstances did the Association begin civic activities?
- 4.—Does the Association advocate or oppose civic measures? If so, under what circumstances?
- 5.—Does it take any part in the civic elections? In what way?
- 6.—Has your policy in this respect been a constant one? What experiences have **modified it**?
- 7.—Has your civic policy endangered other interests of your Association?
- 8.—If there is a City Club in your city does it advocate measures?
- 9.—What opinion is generally held respecting its activities? Should it advocate or oppose measures?
- 10.—Do you believe that a City Club could succeed without a Club House or Rooms, or without a Lunch Room? What value do you attach to these features?
- 11.—We would be glad to have copies of:
 - (a) Annual reports and financial statements at various periods of your history.
 - (b) The Constitution of your Association.
 - (c) Names and addresses of other Civic Associations in your city.

CLEAN-UP WEEK.

The spring "City Improvement Campaign," which was inaugurated by the City Improvement League at Montreal in 1912 will again be promoted this year. Last year, 1914, saw the movement develop into the "Clean-up Week," which was the result mainly of the combination of the Montreal Publicity Association, which came with vigor and new force into the movement, and the City Improvement League, with its experience already gained. The civic authorities also thoroughly seconded the enterprize. The initial organization meeting for 1915 took place in the second week of February last to prepare more thoroughly for the opening of Spring.

Great Decrease of Infantile Mortality.

There was presented a report from Dr. S. Boucher, City Medical Health Officer, which showed that last year the infantile mortality of the city had decreased by 373, despite the increase in population. The report showed that in 1913 the number of deaths of children under 5 years had been 5,014, which was reduced to 4,641 in 1914. Dr. Boucher said that he gave at least half the credit for this reduction to the effects of the clean-up campaign of last year, the other half being attributable to the pure milk depots. It was particularly noticeable that the greatest reduction in infantile deaths had occurred during the summer months, when the effects of the improvement in civic hygiene as a result of the clean-up campaign would be most apparent.

Montreal Never So Clean.

A report was also received from the Incineration Department, showing that while in May of 1913 they had only removed 25,622 tons of refuse, in May of last year, after the clean-up campaign, this had been increased to 34,420 tons, an increase of 8,798 tons. Mr. Nantel, superintendent of incineration, reported that the yards and lanes of the city had never been so clean in the city's history as last summer, which he attributed to the results of the clean-up campaign, which had taught people the value of keeping places clean.

In view of these reports, the committee decided to proceed with arrangements for another campaign this spring, with plans to make it even more effective than last year. It was therefore the object of the committee to interest other organizations, as well as the city authorities, so as to make the next clean-up campaign one which would really clean the city from end to end, and thus prevent much of the infantile sickness and general discomfort from dirt during the hot months.

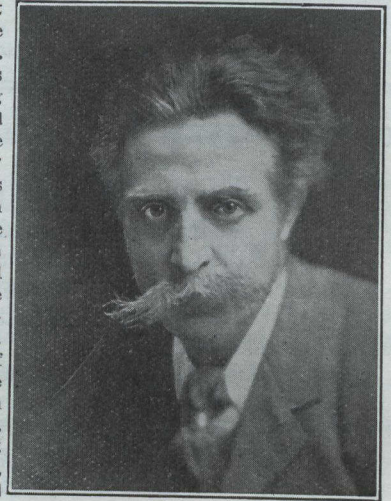
LETCWORTH'S EARNINGS.

The annual report of First Garden City, Ltd., shows a net profit, including the balance brought forward, of £7,677, equal to 4 per cent on the share capital, and a substantial increase over the profit made in the previous year, but in view of the financial situation no dividend is recommended this year, a precaution which will commend itself to all shareholders. The report gives much useful information. The number of new buildings now stands at 1,984, valued at £614,000, with a ground rent of £6,936. The total capital stands at £189,469, in addition to which there was £76,550 in 4 per cent debentures and £193,086 on loan and mortgage, this constituting a heavy charge upon the profits. The amount so absorbed, indeed, amounts to nearly £10,000, which may be regarded as analogous to the payment of a substantial dividend. The population is now estimated to be 9,000, an advance of 500 on the year. The death rate for the last completed year was 6.8 against 13.4 for the whole country, and the infantile mortality rate 73 against 109.

Four new factories were secured during the year and the Spirella Works have been greatly extended. One factory was burnt down and is being rebuilt, while the one destroyed the previous year has now been re-completed. A tenement factory of 15,000 square feet floor area was built by the Company and ready for occupation, when the war broke out and cancelled the agreements made. Nearly all has now been let. The Hertfordshire County Council is building a police station, a third elementary school, and a sanatorium on 86 acres of the agricultural belt. The various cottage societies have progressed well and despite the war the town is in a healthy condition; there is no unemployment and the factories are almost all at full work. Over 400 men have joined the colors and 100 are serving as special constables. As a result of the 1914 effort, a boy's club and institute has been erected in Broadway and £2,300 subscribed for a hospital.

RAYMOND UNWIN SUCCEEDS THOMAS ADAMS.

It will be with peculiar satisfaction that our readers hear of the appointment of Mr. Raymond Unwin as Chief Town Planning Inspector to the Local Government Board. The office was previously held by Mr. Thomas Adams, now Town Planning Advisor to the Canadian Commission of Conservation, and Mr. Unwin is at once taking up his new duties. Mr. George L. Pepler, the chairman of the Executive of the Garden Cities and Town Planning Association, will continue with part of Mr. Adams' work, and in particular will be concerned with that



in connection with the Arterial Road Conferences. It must be a great satisfaction to workers in the garden city movement, that the first three occupants of official town planning posts in this country have been among the most prominent and most useful members, and may be said to have graduated in the garden city school.—Garden Cities, England.

THE INTERNATIONAL GARDEN CITIES AND TOWN PLANNING ASSOCIATION.

The first of the series of Conferences on the re-building of Belgium was held at the Guildhall, London, from February 11 to 16.

After the official reception by the Lord Mayor of London, the Conference was opened by the Right Hon. Herbert Samuel, M.P., President of the British Local Government Board, and President, Monsieur Helleputte, Minister of Agriculture and Public Works of Belgium.

A discussion on the adaptation of the principles of the Association to the re-building of Belgium. Speakers for the Association being Mr. G. Montagu Harris and Mr. Cecil Harmsworth, M.P., the new Under-Secretary of State.

A full report of the Conference will be given in the April number of the Journal.

THE CANADIAN WOMAN'S ANNUAL.

And Special Service Directory.

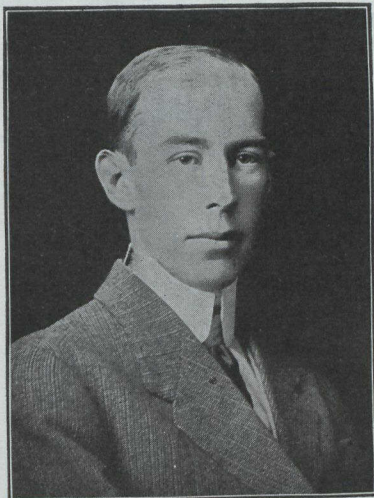
One of the difficulties of the social worker in Canada is the getting of reliable information of the conditions affecting the women of this Dominion. These are now obviated to a large extent by the publication of a very useful book under the above title. The editors are Emily Weaver, A. E. Wear and E. C. Weaver, B.A. The work itself is divided into twenty-two sections, each one taking up a phase of woman's usefulness—giving accurate information of that particular phase, with chatty explanations by women best qualified to give them. The sections cover such subjects as "Political Status of Women"; "Child Welfare"; "Women in the Home"; "Education"; "Professions and Employment"; "Community Work"; "Socializing and Philanthropic Agencies"; "Special Training"; "Journalism and Literature"; "Art, Music and Drama"; etc.

In addition, much miscellaneous information is given that is equally useful to man or woman, but the strength of the work lies in its conciseness and clearness. Everything in it is so arranged as to make it quite easy to get the desired information, which is very desirable in these days of rush. We can commend this little book to all interested in social reform.

There are probably 100,000 boys and girls from 14 to 16 years of age, who, every year, enter some trade, such as manufacturing, agriculture, mining or transportation. Our present general scheme of education is not for these masses, but for the classes, and from every source of information we learn that the old apprentice has passed, so now education must take its place.—Rhys D. Fairbairn, President, Ontario Technical Education Association, at 1915 Annual Meeting of Commission of Conservation.

Lethbridge Sewage Disposal Works

A. C. D. BLANCHARD, M. Can. Soc C. E.



The city of Lethbridge is situated on a level plateau about 250 feet above the Belly River. Lethbridge is the principle centre of population in southern Alberta and has had a steady growth since the time of the installation of its first waterworks system in 1904. At the present time the population is about 12,000. With the extension of sanitary sewers the volume of sewage is rapidly increasing. The water pumped averages 1,300,000 gallons per day, and the waste returned to the disposal works is in the vicinity of 1,000,000 gallons per day.

The city has a separate sewerage system, and three converging outlets bring all the sewage to the site of the works by gravity

The plant located on flat ground near the river edge, is ideally situated, being more than 200 feet below the settled portion of the city. The general design of the works was prepared by the consulting engineer, Mr. T. Aird Murray, who was engaged by the city for that purpose; and after the plans had been completed, they were carried out by the author, and City Engineer. After the general design was made, a number of improvements were suggested by the author and in addition certain other changes were made, having in view saving in first cost. All alterations were referred for approval to the consulting engineer.

The principle part of the construction was carried out under contract, this including all concrete work, the building of the chlorinating house, and the setting of all pipes and machinery. The filter machinery itself was furnished by Adams Hydraulics, Limited, of York, England. A contract was also executed between the city and the principle contractor to fill two of the circular filters with filter medium, some of which had already been placed near the site during the slack time of the previous winter. The city filled the third filter with screened gravel after the contractors were away from the ground.

In the design of the sedimentation tanks there was sufficient novelty to evoke considerable discussion at the meeting of the Dominion Health Commission in Montreal in 1911, and as a consequence some details of the design were altered, but the general type remained the same. The particular type of tank installed has been known as the "Lethbridge" tank. There is nothing unusual in the design of other parts of the plant, which is intended to treat the sewage of the city by preliminary screening, sedimentation, sprinkling filters and a further passage through small sedimentation tanks. The liquid thus purified is passed through a narrow baffle-race where chlorine solution may be applied.

Detritus Tanks.

The detritus tanks which contain the screens are in duplicate and have hopper bottoms, each equipped with a sludge valve. The screens do not reach to the bottom of the chambers. They are of ½-inch openings. After passing through the screens, the liquid passes over a weir into a collecting channel, and is then distributed through two 18-inch pipes controlled by penstocks into the distributing channels of each sedimentation tank. The sludge or detritus in the compartment of the detritus chambers is intended to be disposed of through sludge pipes discharged by gravity into one of the sludge beds. Each detritus tank in volume contains 675 cubic feet. The liquid surface area is 120 square feet and the area of the screen, including openings, is 52 square feet.

Filters.

The filters are three in number with concrete floors and have their surfaces exposed to the weather. They are placed in just a position so that the circular walls surround-

ing them do not meet at the point of contact of each filter. The walls are of concrete, and the filters are built on the natural soil, except at one place, where it was found that the ground was not sufficiently high to carry the floor. At this point the outside walls were carried down to the proper foundation, and the space between the ground level, and the under side of the concrete floor was filled with gravel, the maximum fill being in the vicinity of two feet.

These tanks, for the purpose of obtaining further settling of the partially purified liquid after passing through the filters, are constructed in duplicate, and are built adjacent to the filters, and at a depth sufficient to provide a good fall from the central collecting channel of each filter to the distributing channels of the tanks. They have each a capacity of 4,120 cubic feet.

Sludge Beds.

The sludge beds are in duplicate and are simply rectangular excavations in the soil. It was not found necessary when the plant was constructed to do anything towards putting in a gravel or broken stone bottom to these beds, as there are strata of gravel in the excavation which carried away moisture from the deposited sludge in a most effectual manner. This was taken advantage of in the construction of the sludge beds. A narrow roadway at the end of each bed gives access for carts for removing the dried humus. Each bed has a surface of 480 feet.

Operation and Maintenance.

Operation of the plant was commenced in the month of October, 1912, and the apparatus was given a fair trial before heavy frosts set in. Some difficulty was encountered in obtaining a proper seal in the drums of the rotating filters, and it required a considerable length of time to find out the exact cause of the defect. After careful examination it was found that the upper portion of the drum had developed a very small leak which allowed the air gradually to escape, with an ultimate loss of the seal. This was easily repaired and continuous running of the filter units was then possible.

After the plant had been operating for a month of two, severe frosts were experienced, which caused considerable ice to form on the top of the exposed filter beds, and on one occasion, after a snow fall of some six or eight inches, one of the filters was started up with the expectation that the warm sewage would melt the snow. Unfortunately, however the weather suddenly became colder, and instead of the snow disappearing, it was changed into ice, and it was found impossible to get rid of this accumulation until it was removed entirely from the filters. This was the only time that there was any trouble with the revolving arms on account of the accumulations, and it should never recur, as the operator has had the benefit of past experience.

The filters are all thrown into use by the opening of penstocks by hand, which would appear to be a better arrangement than automatic control, for the reason that the winter conditions are sufficiently severe to cause freezing in the drums of filters which might be thrown out of commission for any length of time unless these were drained. Every time a filter is shut down, therefore, the operator proceeds to drain out the drum forming the air seal.

The difference in level between the surface of the liquid in the sedimentation tanks and the top of the riser at the centre of each filter gave considerable trouble when a large volume of sewage was delivered to the plant. There was a noticeable surge in the distributing chamber at the entrance to the filters, and frequently the top of the riser would overflow, thus discharging unfiltered sewage into the humus tanks. It was deemed advisable to make an overflow from the distributing chamber, and this was accomplished by cutting through one of the walls of the chamber and inserting a 12-inch pipe delivering into a trough laid on the top of the filter medium between filters Nos. 1 and 2 at a place not reached by the distributing arms. This arrangement seems to give satisfaction, and one or twice each day there is a surge which is efficiently taken care of in this way.

The design provides for a capacity of two million imperial gallons daily for a population of 20,000 inhabitants using a maximum of 100 gallons per day.

The total cost of engineering and construction amounted to \$84,000; or \$4.20 for each unit of population with the plant operating to capacity.

Municipal Finance

JAMES MURRAY.

FINANCIAL STATEMENTS FOR 1914.

During the last two months the Journal has been receiving by every mail the financial statements of the municipalities for 1914, which, on the whole, make good reading, particularly when it is taken into account that during the latter part of last year so much industrial depression was caused by the war. It is true that this year will be the real test of the financial standing of Canadian municipalities, because of the large army of unemployed thrown on the cities, and dear money, but in spite of the doleful pessimism of "blue funks," they will come out as strong as ever. In fact, the municipalities, by a courageous optimism, born of rugged honesty of character will do infinitely more to keep up the financial credit of Canada than the average municipal official thinks. Municipalities, with few exceptions, have shouldered their extra responsibilities splendidly. But they must not go too quickly. The British market is not only closed to Canadian securities, and will be until the end of the war, but Great Britain will expect Canada to pay her obligations promptly, and it would be a bad day for Canadian Municipals to fail in their obligations. Meanwhile, Canada must look to the United States for money needed by municipalities. Buyers there must be convinced. So that especial care should be taken in financing to see that coupons are promptly paid exactly when and where they are due.

Bond Certificates.

The other day when visiting a Bond house, I was shown some debenture certificates that had been issued by certain small municipalities. These certificates had been printed by the local printers and they certainly did not look very impressive, in fact, I was hard to convince of their genuineness, and yet those municipalities were financially strong, but because the certificates of their issues were badly printed, the Bond house was having some difficulty in disposing of them.

In taking the question up with other bond houses, I found these cheap printed certificates were a sore point with them, and some bond houses even went to the expense of having the certificates printed themselves. This question of appearance may be a small question, but it is an important one, particularly when at this time the United States is the big market for our municipals. There the certificates are elaborately drawn up—with sworn affidavits as to the validity of the signatures and so on—and one can quite understand American houses returning Canadian certificates for better guarantees and more information.

Opening Tenders in Public of Municipal Issues.

There has been much dissatisfaction expressed in regard to the somewhat common practice in this country of the opening of tenders for Bond issues behind closed doors. While no doubt those municipalities which do carry on this practice have their legitimate reasons for so doing, yet, it must not be forgotten that a certain amount of suspicion of favouritism is liable to arise in the minds of those who have tendered. There are comparatively few financial houses in Canada which make a specialty in municipals, and these will not be played with, and it would seem that the wisest policy for municipalities is to give a certain date and a certain hour when debenture tenders are opened—and then cause them to be opened publically. The City of Ottawa did this recently, and this action was highly commended by the Bond houses, and Mayor Church, though not successful, urged that the same practice prevail in the recent City of Toronto issue. As Mayor Church is not the man to take defeat lying down, he will certainly fight until he gains his point.

Answering Enquiries.

In the Jan. 1914 Journal, the necessity of municipal officials answering all enquiries of a financial nature was urged in the following words, which are worth repeating at a time when Canadian municipal finance is very much to the fore:—

"Sometime back a client of a Canadian Bond house made some enquiries re the bonds of a certain municipality, with the object of buying. The bond house not having the desired information sug-

gested the client writing direct to the secretary-treasurer of the town in question, which was done, but up to this writing the secretary-treasurer, has not had the courtesy to answer. At this point we might state that it is the common experience of bond dealers to be refused information in regard to municipal bonds by the town officials. Too many officials are under the impression that the bonds of their town are sold direct from the underwriters to the investors. This is hardly ever done, most of the bond issues being distributed among a number of bond houses and by them sold to the investor, so that when an official gets an enquiry for anything in regard to his municipality he cannot attend to it too quickly or too courteously, if he has the welfare of his town at heart. The enquiry may be from a large investor, and no town or city in Canada can afford to snub a client. The competition is too keen.

"To counteract this lack of courtesy this Journal has been, for sometime, securing and supplying the information desired by bond dealers, and our staff is always ready to answer any enquiry in reference to the standing of the different municipalities of Canada."

MUNICIPAL FINANCE.

During the last month this office has been examining the financial statements of many municipalities for the year 1914—from the hand written one of the small municipality to the complicated ones of the larger cities—and hardly two are worked out along the same lines, which to say the least confuses the minds of those who would get the mean values of the municipal securities of this country. If comparisons were made some of the balance sheets would look bad for certain municipalities, one reason being that what would be a debit in one municipality is on the credit side of another. Such a mixup need not be if a uniform system of book-keeping and accounting was in force in Canada.

DELAYED PAYMENTS OF TAXES.

Following the complaints of citizens, the finance committee of the city council of Calgary, decided to recommend to the council that the interest charge for one year, the penalty for not paying taxes in the year in which they are due, be not charged. They also are recommending that such payments as have been made of this interest be refunded upon application.

The arrangement at present is that when taxes are not paid during the year in which they fall due, upon being paid, interest at the rate of six per cent for the entire year in which they should have been paid is charged up against them. Taxes due in 1914 paid in 1915 carry a penalty of six per cent for the entire year of 1914.

The proposal of the committee is that the interest be not charged on the unpaid taxes of 1914, if paid before March 1, after which interest will be charged.

CANADIAN MUNICIPALS IN NEW YORK.

Since the beginning of December, at least \$40,765,000 Canadian provincial government, municipal and corporation bonds have been sold in the United States. The following list gives the municipalities and public utilities:—

Toronto Harbor Commission	\$1,000,000
Toronto Railway Company	1,500,000
Victoria Rolling Stock and Realty Company (guaranteed by Canadian Pacific Railway)	12,690,000
City of Montreal	6,900,000
Winnipeg Electric Railway	1,500,000
City of Toronto	1,000,000
University of Alberta	1,000,000
City of Ottawa (1-year notes)	1,000,000
City of Sault Ste. Marie	500,000

SUGGESTED BOND TABLES.

The Members of the Toronto Board of Trade (Bond Section) who attended the executive meeting of the Union of Canadian Municipalities last month at Ottawa, in a very comprehensive review of Municipal Finance, gave a table showing now the different forms of Municipal issues, suggested in their reforms, work out. They are as follows:—

Statement showing amounts of principal and interest payable each year to retire issue of debentures to the amount of \$10,000, bearing interest at the rate of five per cent per annum, and payable in ten equal annual instalments of combined principal and interest.

Year.	Principal.	Interest.	Total Annual Payment.
1	\$795.05	\$500.00	\$1,295.05
2	834.80	460.24	1,295.05
3	876.55	418.50	1,295.05
4	920.36	374.68	1,295.05
5	966.38	328.66	1,295.05
6	1,014.70	280.34	1,295.05
7	1,065.44	229.60	1,295.05
8	1,118.72	176.33	1,295.05
9	1,174.65	120.40	1,295.05
10	1,235.35	61.66	1,295.05
\$10,000.00 Total for 10 years			\$12,950.50

Statement showing payments in connection with issue of \$10,000 debentures bearing interest at 5 per cent per annum, payable in annual instalments of principal and interest, where the amount payable each year is varied sufficiently to allow the amount of principal payable each year being in multiples of \$100.

Year.	Principal.	Interest.	Total Annual Payment.
1	\$800.00	\$500.00	\$1,300.00
2	800.00	460.00	1,260.00
3	900.00	420.00	1,320.00
4	900.00	375.00	1,275.00
5	1,000.00	330.00	1,330.00
6	1,000.00	280.00	1,280.00
7	1,000.00	230.00	1,230.00
8	1,200.00	180.00	1,380.00
9	1,200.00	120.00	1,320.00
10	1,200.00	60.00	1,320.00
\$10,000.00 Total for 10 years			\$12,955.00

Statement showing payments in connection with issue of \$10,000 debentures bearing interest at 5 per cent per annum, payable in 10 equal annual instalments of principal with interest in addition:—

Year.	Principal.	Interest.	Total Annual Payment.
1	\$1,000.00	\$500.00	\$1,500.00
2	1,000.00	450.00	1,450.00
3	1,000.00	400.00	1,400.00
4	1,000.00	350.00	1,350.00
5	1,000.00	300.00	1,300.00
6	1,000.00	250.00	1,250.00
7	1,000.00	200.00	1,200.00
8	1,000.00	150.00	1,150.00
9	1,000.00	100.00	1,100.00
10	1,000.00	50.00	1,050.00
\$10,000.00 Total for 10 years			\$12,750.00

Statement showing amount annual payment for sinking fund and interest necessary to redeem \$10,000 5 per cent debentures repayable at the end of 10 years:—

Interest on sinking fund at	Interest.	Sinking Fund.	Total Payment.	Total for 10 years.
3½ p.c.	\$500.00	\$852.41	\$1,352.41	\$13,524.10
4 p.c.	500.00	832.90	1,332.90	13,329.00

VANCOUVER TO SECURE TEMPORARY LOAN.

Vancouver city council is borrowing the sum of \$1,940,000 in anticipation of its revenue from taxes for 1915, at a rate not to exceed 6 per cent, but this does not mean that the whole of the sum will of necessity be borrowed, but merely that the council may go to that amount if it is needed. The interest will be paid only on such amounts as is actually used.

NEW METHOD OF ASSESSMENT.

The city of Regina has now definitely decided on a method of striking the assessment for 1915. Altogether two hundred and forty of Regina's most representative business men will be asked for an estimate of the value of various sections of property and from the average opinion will be struck an equitable assessment. Once the opinions of these men have been secured as to sections of property decided upon, it will be an easy matter for the city assessor's department to work out the basis for the entire civic assessment. Seventy-nine blocks of property have been set aside upon which the two hundred and forty business men selected will give their estimates.

WINNIPEG, MAN.

Local improvements in Winnipeg are valued at \$12,654,216.18 Sewers, \$3,282,872.88; asphalt pavements, \$6,588,305.51; macadam pavements, \$225,226.01; cedar block pavements, \$260,942.29; sandstone block pavements, \$4,902.26; westrumite pavements, \$20,012.08; gravel pavements, 5,486.68; granolithic sidewalks, \$976,871.17; plank sidewalks, 0288,485.67; sanitary improvements, \$34,567.49; street and lane openings, \$637,520.31; boultvards, \$70,715.74; ornamental gateways, \$9,527.70, and ornamental street lights, \$224,780.39.

CHATHAM, ONT.

The city auditor in a recent statement showed that the city's total debt as on January 1st, 1915, was \$912,125.37, which includes a total of \$8,197.78 debentures still unsold. Of this \$491,506.03 is on account of general debentures, and \$420,619.34 on account of local improvements. Of the general bonded debt \$93,843.34 is on account of various industrial loans repayable to the city, and \$89,741.93 on account of the waterworks department. The rest of the debt is as follows:—Consolidated debt, \$211,204; electric light, \$14,958; schools, \$48,376; market and police station, \$17,433; bridge constructions, \$13,144.

The statement above does not include the hydro debentures of \$90,000, which are in course of issue and have been sold.

MUNICIPAL UNDERTAKINGS IN HARD TIMES.

Speaking of municipal expenditures, ex-Mayor Alexander Macdonald, of Winnipeg, put himself emphatically on record the other day as deprecating the tendency to cut out civic works in the interests of economy this year. He makes the plea that hard times are the very circumstances in which government and municipal works should be most energetically carried on. And there is much to be said for the general principle which he enunciates. But, as he admits, Western municipalities for the most part undertook over-much, especially in the way of local improvements, during boom days. And for this reason it is not feasible for them now to go ahead as he advocates and take advantage of prevailing low construction costs to enter upon further extensive works. If we had municipally been able to keep to the theory of going slow in days of high costs and scarcity of labor, we could now afford to put on steam—and undoubtedly would be able materially to solve the unemployment problem.

But, here in Canada, in days of real estate activity, rate-payers brought overwhelming pressure upon civic authorities to build for the distant future, as well as for the present—as witness the asphalt pavements with which the municipality of Fort Garry is grid-ironed. The general result is that work which might be done now in accordance with the aforementioned principles of balancing good times with bad, has already been done—in too many cases, overdone. Winnipeg's sinning has been relatively less than that of some other cities—and the successful arrangements made for going on with the new water project are testimony to the confidence with which its future is viewed by holders of capital.

"Winnipeg, in association with surrounding municipalities," Mayor Waugh pertinently remarked in reply to Mr. Macdonald, "will this year undertake what is possibly the largest municipal work in Canada. One of its features is that work is to be done by citizens living in the Greater Winnipeg district. This work will entail an expenditure this year of \$2,000,000, and in the same period the city will itself spend, in what it considers needed works, a sum in the neighborhood of \$1,000,000. All things considered, we will take care of the unemployed situation as well as can possibly be expected."—Canadian Finance.

BANFF, ALTA.

It has been stated by Engineer Child, of Banff, that estimates for the expenditure of \$1,000,000 in public improvements at this city during this year have been prepared, and the work is to commence in the spring.

HYDRO-ELECTRIC RATES.

The Ontario Hydro Commission have ordered a reduction in rates in the various municipalities concerned. The reduction will save the light and power consumers \$200,000 per annum in addition to the \$150,000 per annum saved by the 1913 reduction.

MUNICIPAL BUILDING PLANS IN SOUTH AFRICA

Municipal building plans were approved in November as follows:—Transvaal, nine municipalities, value £27,333, against £22,166 in October; Cape Province, ten municipalities, value £37,760, compared with £21,652 for nine municipalities in October; Durban, £6,615 as against £3,300 for October. In South Africa building operations are not affected by climatic conditions.

TRAMWAYS AND LIGHT RAILWAYS IN ENGLAND.

The annual return of the Board of Trade respecting tramways and light railways in England shows that, whereas in the year 1878 there were but 269 miles of tramway and light railway in the Kingdom, there were at the end of March last 2,703 miles, the capital expenditure having increased from slightly under £4,250,000 to nearly £81,000,000.

TORONTO TERMINAL CO.

Mr. James W. Leonard on February 1 took up his duties as head of the Toronto Terminal Company at Toronto, relinquishing his position as assistant to the vice-president of the Canadian Pacific, which he occupied for four years. Mr. Leonard has been connected with railroads since 1872. During that time he witnessed rapid development in Canadian railroad history, and saw the first transcontinental train cross the Dominion.

ANNUAL MEETING OF THE AMERICAN ROAD BUILDERS' ASSOCIATION.

George T. Tillson, Consulting Engineer to the President of the Borough of Brooklyn, New York, N.Y., was elected President of the American Road Builders' Association, which held its regular annual meeting in New York, February 5.

Other executive officers for 1915 were elected as follows: First Vice-President, A. W. Dean, Chief Engineer of the Massachusetts Highway Commission; Second Vice-President, Austin B. Fletcher, State Highway Engineer of California; Third Vice-President, S. Percy Hooker, State Superintendent of Highways of New Hampshire; Secretary, E. L. Powers, Editor, "Good Roads"; Treasurer, Major W. W. Crosby, Consulting Engineer, Baltimore, Md.

Besides the election of officers, business taken up at the meeting included the reception of the annual reports of the secretary, the Treasurer and the Executive Committee. The report of the Executive Committee showed a very substantial gain in membership during the year and a very satisfactory financial condition. The report also touched upon the Eleventh Annual Convention of the association held at Chicago, Ill., December 14-18, 1914. It was reported that the registration at this convention showed a larger attendance than at any previous meeting of the organization. It was also stated that the exhibition of machinery and materials held in conjunction with the convention occupied more space than any other exhibition of the kind.

At the Chicago convention progress reports were made by the Association's Committee on standards and on legislation, and it was voted that reports of these two committees be taken up and acted upon at the annual meeting in February. In accordance with this vote, these reports were presented at the meeting on February 5, and it was voted that they be accepted and printed in the annual "Proceedings," for discussion and further action. Both reports were thorough and will be received with great interest in road building circles.

At the close of the business session, the gathering adjourned for dinner. After dinner the report of the tellers was received, and brief addresses were made by W. A. McLean, of Toronto, the retiring President, who acted as toastmaster; President Tillson; Past President James H. MacDonald, formerly State Highway Commissioner of Connecticut.

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TELEPHONE NEWS



OFFICIAL INFORMATION
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EUGENE F. PHILLIPS **ELECTRICAL WORKS**

LIMITED

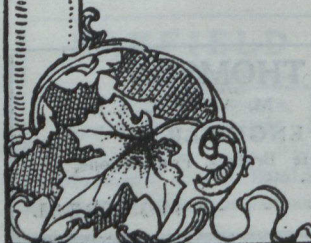
MONTREAL,

TORONTO,

WINNIPEG,

CALGARY,

VANCOUVER.



H W B



STATEMENT of the affairs of THE MONTREAL CITY AND DISTRICT SAVINGS BANK on the 31st December, 1914.

ASSETS.

Cash on hand and in chartered Banks	\$4,227,975.99	
Provincial Government Bonds.....	620,482.25	
City of Montreal and other Municipal and School Bonds and Debentures	14,461,136.43	
Other Bonds and Debentures.....	1,372,676.40	
Sundry Securities.....	227,000.00	
Call and Short Loans, secured by collaterals	8,512,289.97	
Charity Donation Fund, invested in Municipal Securities approved by the Dominion Government.....	180,000.00	
		<hr/>
	\$29,601,561.04	
Bank premises (Head Office and fourteen Branches)	\$475,000.00	
Other Assets	44,442.44	519,442.44
		<hr/>
	\$30,121,003.48	

LIABILITIES.

To the Public:		
Amount due Depositors	\$27,302,778.36	
“ Receiver-General	93,341.86	
“ Charity Donation Fund	180,000.00	
“ Open Accounts	130,097.60	
		<hr/>
	\$27,706,217.82	

To the Shareholders:		
Capital Stock (amount subscribed \$2,000,000), paid-up	\$1,000,000.00	
Reserve Fund	1,350,000.00	
Profit and Loss Account	64,785.66	2,414,785.66
		<hr/>
	\$30,121,003.48	

On behalf of the Board,

J. ALDRIC OUIMET,
President.

A. P. LESPERANCE,
Manager.

Auditor's Report.

Having obtained all the information and explanations I have required, and having satisfied myself of the correctness of the Cash Balances, and examined the Securities held against the money at Call and Short Notice, and those representing the investments of the Bank, and having examined the foregoing Balance Sheet and compared it with the Books at the Head Office, and with the certified Returns from the Branches, I am of opinion that the transactions of the Bank have been within its powers and that the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Bank's affairs, as shown by the Books of the Bank.

A. CINQ-MARS, C.A.,
Auditor.
January 25th, 1915.



A Patriotic Appeal

to buy "Made-in-Canada" products should, in all fairness, be accompanied by some assurance that those products are in every way equal to competitive ones made abroad.

We cheerfully submit our claims to your patronage on this basis. We offer the assurance, backed by our reputation, that you will find STANDARD products of uniform and unexcelled (in most cases unequalled) quality, and reasonable in price.

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HIS TELEPHONE WAS A CALL OFFICE.

A London journalist, pretty well known in the big city, has a friend who has a few things to say about the telephone service there. The journalist tells about it this way: "Here is another merry jest of our inimitable telephone service. A friend of mine who lives in Westminster is made to play his part in it by rising in the middle of the night to answer calls he has never originated, and when he protests he is told his flat is a call office. Of course, he protests that it isn't but that seems to be part of the joke. The operator then tells him severely that it is. Sometimes they put a trunk call through to him. The other night he shivered while the telephone jester announced: 'You're through to Birmingham.' 'But I don't want Birmingham,' replied my friend. 'Yes you do,' said the joker. 'You're a call office.' That didn't seem to convince my friend any more than he could convince the exchange that he was not a call office. They are wonderful people these telephone wags."

TELEPHONES FOR FARMERS OF IRELAND.

The British postmaster general is seeking to increase the use of telephones among the farmers of Ireland. A special rate has been arranged whereby three or more farmers on a line not over one mile in length can have unlimited local calls at \$14.60 each per annum. No line will be established for fewer than three subscribers; but, subject to this restriction, lines may be used by subscribers not closer together than two in a mile, at the rate of \$17.03 per year. Subscribers must, of course, be located on the same road or route from the central or town exchange. For calls beyond the limits of the town exchange a charge of two, four, or six cents per conversation is made, according to distance, within a 25-mile radius, or of 12 cents within a 50-mile radius.

From the statements issued by the secretary of the general post office at London in advertising this new plan, it is evidently regarded as a means of ameliorating rural conditions in Ireland and of augmenting comfort and industrial efficiency. The multifarious uses to which telephones may be put are set forth as attractively as possible.

The Union of Canadian Municipalities

Officers and Executive for the year 1914-1915

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"THE CANADIAN MUNICIPAL JOURNAL"
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Bureau of Information,
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REPORT OF THE EXECUTIVE MEETING

OTTAWA, FEBRUARY 5th

A Meeting of the Executive of the Union of Canadian Municipalities was held in the City Hall, Ottawa. Among those present were Mayor Church, of Toronto, President of the Union. Honorary Secretary-Treasurer W. D. Lighthall, K.C., and Assistant Secretary G. S. Wilson, of Montreal. Controller Thompson and Alderman Maguire, of Toronto. Thomas Adams, Town Planning Adviser of the Conservation Commission. Past Vice-President L. A. Cannon, K.C., of Quebec. Mayor Porter, Controllers Ellis, Champagne and Nelson, and Past President Ex-Mayor Cook, of Ottawa. Vice-President Mayor Costello, of Calgary. Past President W. Sanford Evans, of Winnipeg. Vice-President Alderman Boyd, of Montreal, and others, sent regrets. Messrs. Long, Burgess and Mackinnon, of the Bond Dealers Section of the Toronto Board of Trade, appeared as a delegation. The following matters were brought before the meeting and considered.

- Resolutions from Convention of August last.
- Amendments to the Railway Act.
- Good Roads Bill.
- Municipal Bonds.
- Prices of Food Necessities.
- Programme for Convention 1915 in Victoria, B.C.
- The War's effect on our municipalities, Re—

- Unemployment.
- Charities.
- Finances.

The meeting endorsed a proposition by Alderman Maguire, that the Dominion Government should endorse advances made by Banks to Municipalities to provide work for the unemployed.

The Bond Dealers Section of the Toronto Board of Trade presented a carefully prepared document on Municipal Bond Investments, and asked the Union of Canadian Municipalities to agitate for a limit on municipal borrowings, the proposition being that the amount loaned to municipalities should be limited by population as well as assessment.

It was the intention of the Executive to wait upon the Government in connection with the unemployment, and financial situation, but on account of the session of parliament being just opened further consideration of the matters brought before the meeting was adjourned until further notice.

FINANCIAL NOTES

REGINA REDEEMING ITS BILLS.

The City of Regina recently instructed the Bank of Montreal to redeem immediately certain bills maturing in London on March 3rd, as we had funds available for this purpose, and considered that the early redemption of these bills would help to maintain the credit of Regina and western cities in general.

CHATHAM, N. B.

The town debentures issue of Chatham of \$20,000 for improving the water supply will likely be for 40 years at 5 per cent., with sinking fund of one per cent. The debentures may be issued in denominations of \$100, to give thrifty citizens a chance to invest their savings in them.

ST. THOMAS, ONT.

The City of St. Thomas since the commencement of the war has been disposing of nearly all of its debentures locally "over the counter," and it has been fairly successful, is the information given by city treasurer, S. O. Perry. There is a limit to that market, but until such limit is reached the city proposes to continue on in the same way.

TORONTO SELLS \$2,000,000 BONDS.

Twenty-three bids were received from Canadian and United States investment houses for \$750,000 1-year and \$1,250,000 2-year 5 per cent bonds of the city of Toronto. The bonds were awarded to Messrs. Aemilius Jarvis and Company, Toronto, in conjunction with Messrs. Kissel Kinnicutt and Company, Chicago and New York. Their price was 100.081.

OUTREMONT, P. Q.

Of the million dollar loan which had been authorized for the municipality of Outremont, Que., arrangements are being made for an issue of \$700,000. The term is for three years and the issue is to cancel a floating debt of about \$500,000 and to install revenue producing local improvements. Interest and sinking fund charges will be provided by special taxes on properties benefited.

MAISONNEUVE, QUE.

The city comptroller's report of Maisonneuve, shows taxable property, valued at \$24,680,144; property temporarily exempt, \$7,751,000; property exempted by law, \$22,361,795; total valuation, \$54,792,935; total debt, \$11,256,321; consolidated debt, \$6,750,742; park debt, \$4,505,579; with the exception of \$40,000 due in 1916, the debt will not mature until the period of years between 1944 and 1954. The average rate of interest is 4.78 per cent. The ordinary revenue of the city is \$414,000, and the ordinary expenses (not including the interest on the debt on the park), \$465,000, a difference of \$51,000.

MEDICINE HAT, ALTA.

The City of Medicine Hat, Alta., has received a \$200,000 loan from the Union Bank; that is, \$50,000 per month for the first three months of the year on back taxes, and \$50,000 on account of this year's taxes.

CALGARY, ALTA.

Calgary's city finance committee have voted recommending that the city give to the Molsons Bank an option on \$2,000,000 worth of three years' 6 per cent. treasury notes at 98.

VANCOUVER, B. C.

The City Council of Vancouver has given the final reading to a by-law to borrow \$1,940,000.

RENFREW, ONT.

Tenders are desired by the town of Renfrew for an issue of \$16,000 6 per cent. 30-year electric light debentures.

WELLAND, ONT.

The town treasurer of Welland, Mr. J. H. Burgar, is receiving offers at par for an issue of \$12,500 10-year debentures.

CITY OF OTTAWA

The City of Ottawa last month made in New York a loan amounting to \$1,000,000 at 5 per cent, payable semi-annually. This was in the shape of notes of \$100,000 each, five of them payable to the Farmer's Loan and Trust Company of New York, and five of them payable to N. G. Hart. This sum was borrowed for local improvements in progress and does not conflict in any way with the \$1,595,536 issue of bonds which was underwritten by Messrs. Wood, Gundy and Company of Toronto. This firm is now offering them to yield 4.90 per cent and 4 7-8 per cent according to maturity. Until this year the City of Ottawa's issues have gone abroad to be listed on the London market. The last sale made by the city was in September, 1913 when the bonds were offered in London at a 4.65 per cent — 4.70 per cent rate.

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AYLMER, ONT.

A by-law will be submitted to the ratepayers of Aylmer to guarantee the bonds of the proposed hydro radial line from Tillsonburg to London, by way of Brownsville, Springfield, Aylmer, Lyons, Belmont, Westminster, and the London and Port Stanley line to London.

WEST VANCOUVER.

The vote of ratepayers of West Vancouver on the by-laws to raise \$150,000 for waterworks purposes disclosed little objection to the proposals of the Council. The by-law seeking authority to raise the money was passed by a vote of 160 to 13, and the separate by-law to sanction proceeding with the work was passed by a vote of 161 to 13

Special Articles on Finance will appear in the April number.

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 Rest..... 16,000,000.00
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 Capital Paid Up..... 11,560,000
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 Total Assets..... 180,000,000

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OF CANADA

HEAD OFFICE - - - MONTREAL

Capital Paid-up..... \$7,000,000
 Reserve Fund and Undivided Profits..... 7,248,134

BOARD OF DIRECTORS:

SIR H. MONTAGU ALLAN, C.V.O., President

K. W. BLACKWELL, Vice-President

THOS. LONG	ANDREW A. ALLAN	F. ROBERTSON
ALEX. BARNET	C. C. BALLANTYNE	G. L. CAINS
F. ORR LEWIS	F. HOWARD WILSON	A. B. EVANS
	A. J. DAWES	

E. F. HEBDEN, General Manager

T. E. MERRETT, Supt. of Branches and Chief Inspector

A GENERAL BANKING BUSINESS TRANSACTED

The Accounts of Municipalities kept and advances made in anticipation of the collection of taxes; also loans for improvement purposes in anticipation of the issue of debentures.

213 BRANCHES AND AGENCIES IN CANADA

Extending from the Atlantic to the Pacific

SAVINGS DEPARTMENT AT ALL BRANCHES

Deposits received and Interest allowed at best current rates

New York Agency: 63 and 65 WALL STREET

Municipal Bond Dealers

WOOD, GUNDY & CO.

C.P.R. BUILDING: TORONTO

Purchasers of

MUNICIPAL DEBENTURES

We cordially invite correspondence

DEALERS IN

High Grade Bonds & Debentures

Correspondence Solicited

DOMINION SECURITIES Corporation, Limited

MONTREAL P.Q.

LONDON Eng.

TORONTO Ont.

W. D. Lighthall, K.C., M.A., F.R.S.L., &c. C. A. Harwood, B.C.L.
Cable Address - - "LIGHTHALL"

LIGHTHALL AND HARWOOD

BARRISTERS, SOLICITORS, ADVOCATES, &c.

Chambers — QUEBEC BANK BUILDING

Place d'Armes - - - - MONTREAL

LOANS MADE TO:
BONDS BOUGHT FROM:

MUNICIPALITIES

A. P. LESPERANCE, Manager

City and District Savings Bank
MONTREAL

Bond Dealers Should Advertise
in the CANADIAN MUNICIPAL
JOURNAL

THE

BANK OF OTTAWA

Capital Paid-up \$4,000,000
Reserve Fund 4,750,000
Total Assets, over 50,000,000

HEAD OFFICE - OTTAWA, ONT.

Board of Directors:

Hon. George Bryson, President.

John Burns Fraser, Vice-President.

Sir Henry N. Bate David Maclaren.

Russell Blackburn Denis Murphy

Sir Henry K. Egan Hon. George H. Perley

E. C. Whitney.

GEORGE BURN, General Manager.

D. M. FINNIE, Assistant General Manager.

WM. DUTHIE, Chief Inspector.

Branches in the Provinces of

Quebec, Ontario, Manitoba, Saskatchewan,
Alberta and British Columbia.

Interest bearing Deposits of One Dollar and
upwards received at all Branches.

IMPERIAL BANK OF CANADA

CAPITAL PAID UP.....\$7,000,000.00
RESERVE FUND.....7,000,000.00

DIRECTORS:

PELEG HOWLAND, President; ELIAS ROGERS, Vice-Pres.;
Wm. Ramsay of Bowland, J. Kerr Osborne, Sir J. A. M.
Aikins, K.C., M.P., Winnipeg; Cawthra Mulock; Hon.
Richard Turner, Quebec; Wm. Hamilton Merritt, M.D.,
St. Catharines; W. J. Gage.

HEAD OFFICE - - TORONTO

BRANCHES:

Ontario	Nashville	Quebec	Alberta
Aurora	New Liskeard		Athabaska Landg.
Amherstburg	Niagara Falls (3)	Montreal (2)	Banff
Belwood	Niagara on the	Quebec (2)	Calgary
Bolton	Lake		Edmonton (4)
Brantford	North Bay	Manitoba	Redcliff
Caledon East	Ottawa		Lethbridge
Cobalt	Palgrave	Brandon	Red Deer
Cottam	Port Arthur	Portage la Prairie	Wetaskiwin
Cochrane	Port Colborne	Winnipeg (2)	
Elk Lake	Port Robinson		British Col'ba
Essex	Preston		Athelmar
Fergus	Ridgeway	Saskatchewan	Arrowhead
Fonthill	Saulte Ste.	Balgonie	Chase
Fort William	Marie (3)	Broadview	Cranbrook
Galt	Sth. Porcupine	Fort Qu'Appelle	Fernie
Hamilton	Sth. Woodsee	Hague	Golden
Harrow	St. Catharines (3)	Kandahar	Kamloops
Humberstone	St. Thomas (2)	Mooseaw	Natal
Ingersoll	St. Davids	Nth. Battleford	Revelstoke
Jordan-	Sparta	Prince Albert	Vancouver (4)
Vineland	Thessalon	Regina	Victoria (2)
Kenora	Timmins	Rosthern	
Listowel	Toronto (17)	Saskatoon	
London	Welland (2)	Wilkie	
Marshville	Woodstock	Wynyard	

SAVINGS DEPARTMENT:

Interest allowed on all Deposits at Branches of the Bank throughout
the Dominion of Canada

Draft Money Orders and Letters of Credit
Issued Available in any Part of the World

Agents in England and Scotland: Lloyd's Bank, Limited, and
the Commercial Bank of Scotland, Limited, and Branches with whom
money may be deposited for transfer by letter or cable to any part
of Canada.

Agents in United States: New York, Bank of the Manhattan
Company; Chicago: First National Bank; San Francisco: Wells,
Fargo Nevada National Bank.

Agents in France: Credit Lyonnais; Germany: Deutsche Bank

STANDARD PAVING ASPHALTS
ASPHALT ROAD OILS
ASPHALT MACADAM BINDERS

THE IMPERIAL OIL COMPANY, Limited, offers its Standard Asphalt Road Oils, Asphalt Binders and Paving Asphalts as the best products obtainable for use in the construction and maintenance of good roads and pavements. These products are manufactured from Mexican asphaltic base oils and are carefully refined in several different grades to meet varying requirements and climatic conditions. With its unequalled manufacturing facilities and its country-wide organization, this Company is enabled to deliver at any point in Canada, the best grades of asphaltic road materials at the lowest basis of price. For analyses, prices and any further information, apply to our nearest office.

BRANCHES IN ALL CITIES

Exhibitors Canadian and
 International Good Roads
 Convention, Toronto,
 - - - March 22-26. - - -

