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THE CANADIAN MUNICIPAL JOURNAL

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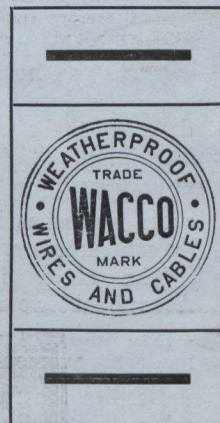
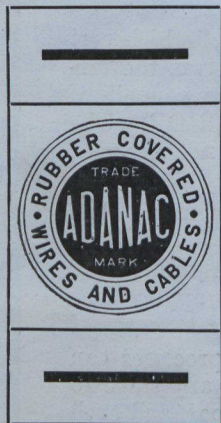
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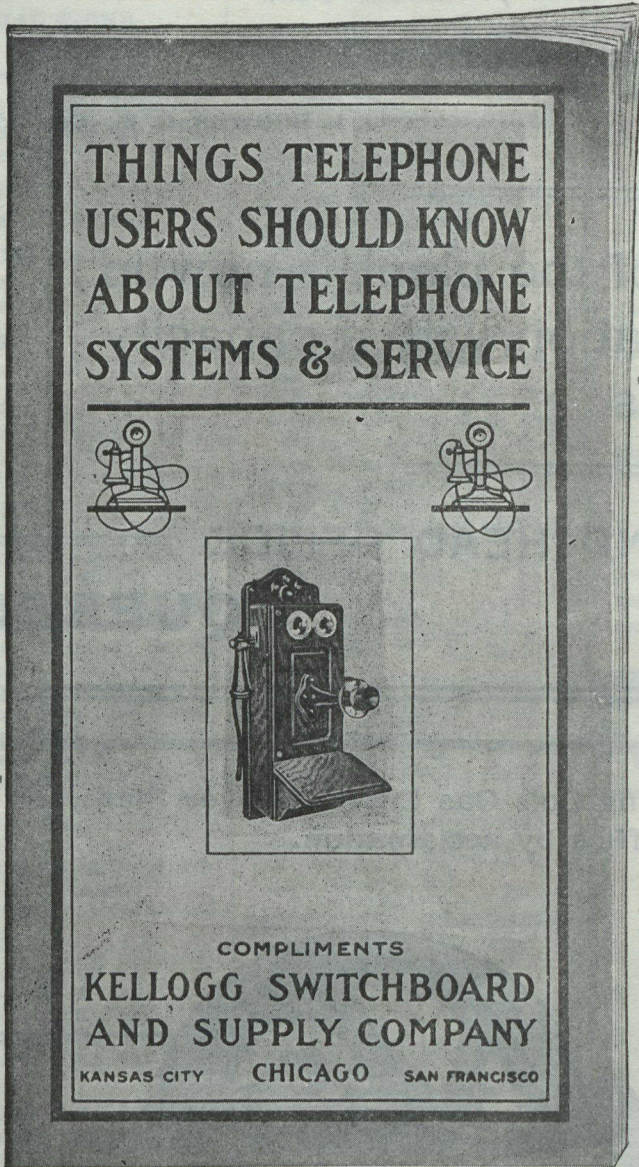
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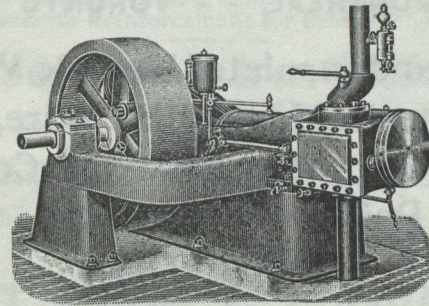
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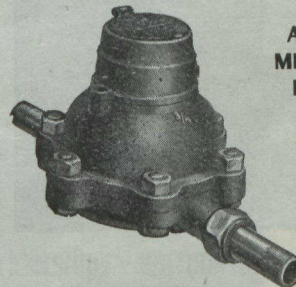
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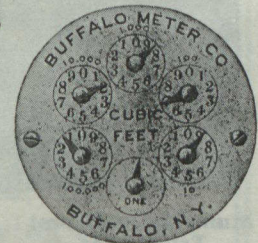
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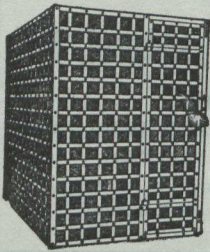
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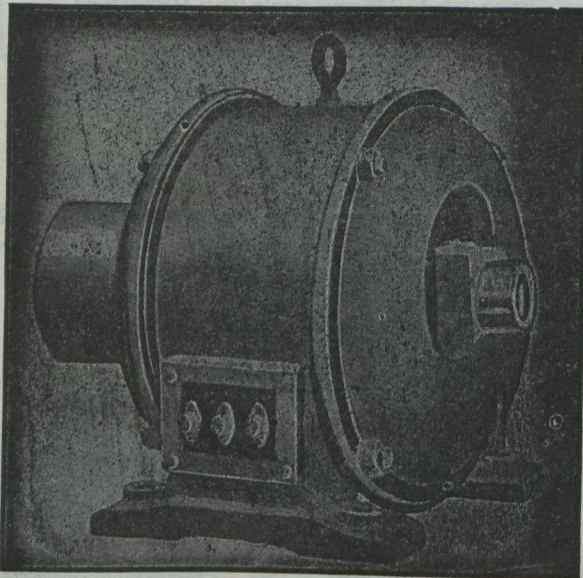
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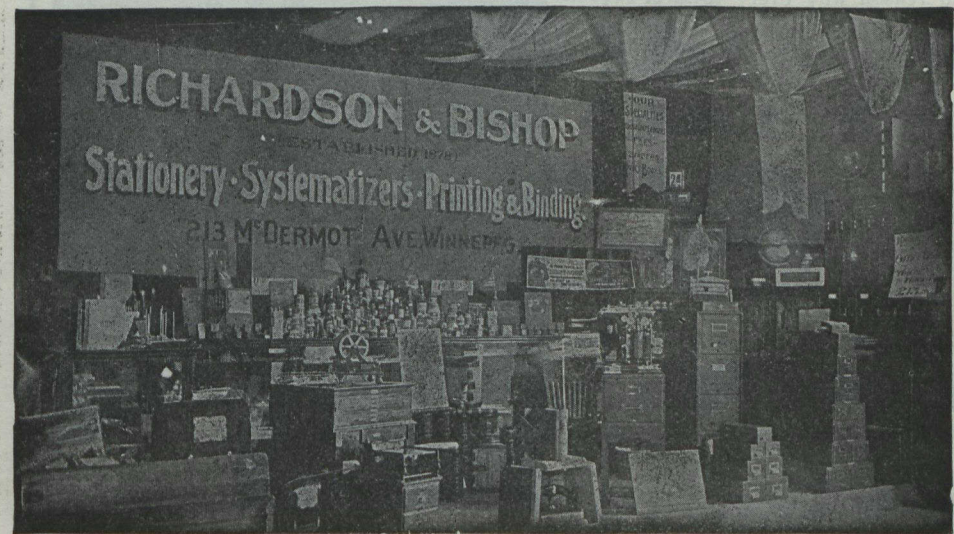
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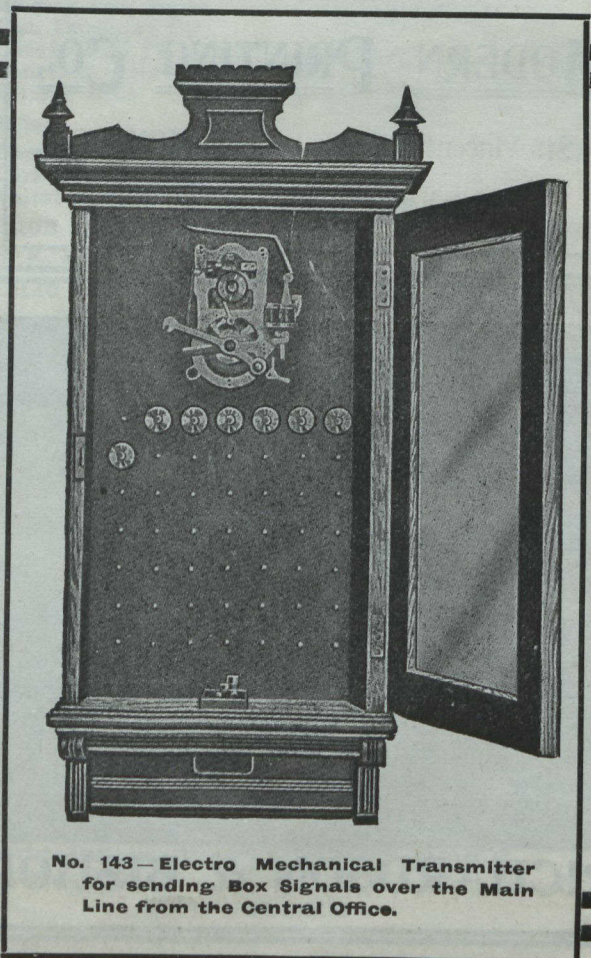
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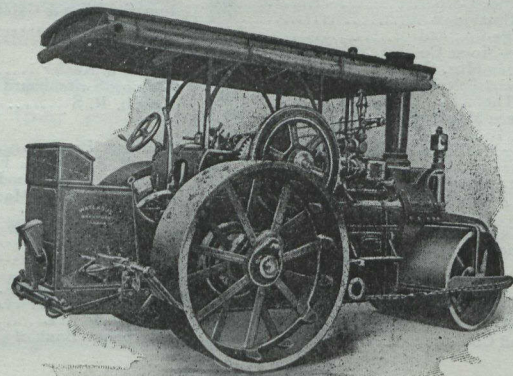
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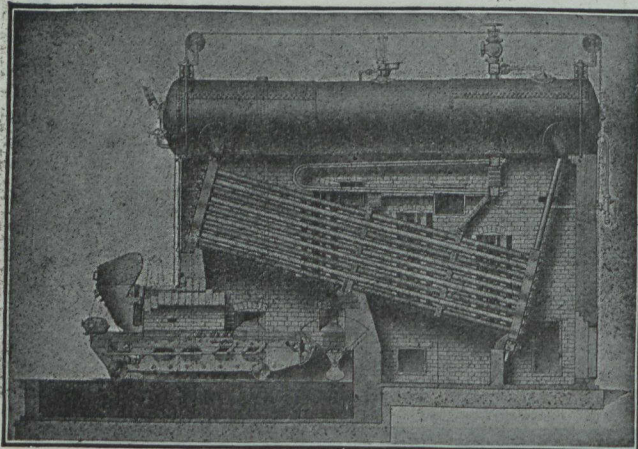
It is backed up by a steady steaming boiler, locomotive type, that produces more than enough steam for every kind of work. Throw off the governor and set it at a hill and watch it take a 30% grade like an automobile.

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THE CANADIAN MUNICIPAL JOURNAL

AND TELEPHONE AND BUILDING NEWS

HARRY BRAGG, EDITOR

Municipal Advertising

One of the municipal expenditures of recent date is that incurred for Publicity, or advertising, and its introduction has created a new problem for the elected representatives of many, if not all, progressive municipalities.

Of course, there are still some people who scoff at the idea of their town needing advertising; or the possibility of its deriving any benefit, direct or indirect, from such a new fangled idea as publicity. While they have to admit that patent medicines, and retail dry goods stores must advertise if they would live; and that manufacturers may possibly get business through trade journals; they cannot see how it is possible that their town can get a new factory or an additional resident by advertising, however much is spent on it.

Some few would even deprecate any marked growth, like the old villager who told a visitor they had disbanded their Board of Trade, because "they were bringing in so many strangers to live!"

But all over Canada the minority opposing advertising is growing smaller, while even small places are raising large sums of money to be spent in publicity.

This, of course, is only following the example set by private corporations. The Canadian Pacific Railway is the largest advertiser in Canada, and Mr. Robson, the advertising agent, issues varieties of booklets by the hundred every year, besides using other means. The Grand Trunk and Grand Trunk Pacific through Mr. Charlton's office also put out an enormous quantity of advertising matter. Even public utility corporations, who formerly stood securely on their monopolies, appeal to the public through advertisements, to use more gas, install electric light, or patronize the cars.

Live Municipalities have realized that if they are to hold their own, and get a share of the business and residential development which now smiles on Canada, they must advertise. The only question is, "How?"

And the question is a very important one, for money can be wasted in advertising just about as easily as in any other way, more easily than in most ways.

The subject of advertising therefore demands the most serious consideration of every municipality spending, or about to spend, money in this way. For there are plenty of schemes for extracting money for advertising from a Council which sound very plausible, but which are more or less likely to be unsuccessful.

We propose to devote space to this subject, and shall be glad to receive copies of booklets, or proposed plans, for criticism; and to answer any questions that may be sent in.

As a beginning, a new booklet just issued by the City of Lachine, Que., lies before us.

Its title is "The Fact Book of Lachine," and it is issued "with the compliments of the City Council of Lachine." On the cover is a cut of Canal Locks, which one either knows, or guesses, is part of the Lachine Canal, for it has no title.

There are 36 pages, including the cover, of which 18 pages, or one-half of the whole booklet, are occupied by advertisements. The outside back cover bears the advertisement of Ales and Stouts which are made in Lachine.

One page carries an advertisement of the publishers, appealing to the Mayors of municipalities to follow the example set by Lachine, and entrust their publicity to the same source.

The booklet is 6½ x 10 inches, with glazed paper cover, while the inside pages carry halftone cuts to a fair advantage. The matter is printed in both English and French.

So much for the booklet. What impression will it make!

Undoubtedly the first—and most lasting one—will be that of cheapness.—Not because the printing and paper are not good. But because it is evidently not issued by Lachine directly; but *by* the publishers, *for* Lachine; and the publishers evidently look for a large part, if not the whole, of their reward in the receipts for the advertisements that fill up one-half of the book.

This leads to the thought that Lachine realizes the need of a descriptive booklet, but instead of paying for one that would represent it in a dignified way, preferred to save on the cost, and lower the value of the booklet by admitting many pages of advertisements.

And this puts any city in a poor light.

If it is wise to get out a booklet, get it out properly, and let the town pay for it.

The cuts of some of the factories certainly ought to be shown in such a booklet, but not in half-page advertisements. Some of the small, purely local advertisements evidence the loyalty of the citizens, but detract from the dignity of the literature issued by a City. That one can buy hay, cakes, bread, tarpaper, flowers and drugs, should be taken for granted in any civic booklet.

That the choice advertising position is occupied by a beer advertisement may impress some readers unfavourably; so that from a purely business point of view and not from that of temperance, it is a question whether such an advertisement will aid in attracting a new factory to the city. Some factory owners would prefer a city with good parks and playgrounds.

The full page advertisement of the Immigration Department offering a free farm in Western Canada to the boys who will leave Lachine, is not exactly in line with a pamphlet whose object is supposed to be the description of the City's attractions and opportunities.

Using both French and English matter is partly a matter of taste; but its pecuniary value depends entirely upon the destination of the books. If they are to be used for drawing citizens to Lachine from other parts of Quebec—well and good. If they are to be circulated in the United States or England, the double languages are worse than useless. The second language not only entails extra expense and takes up space, but will not have a good effect upon possible immigrants, to the City.

On the whole, we think that Lachine would have been wise to issue a booklet itself without any advertising. It might have cost more money, but it would have been more attractive and dignified, and have created a better impression.

THE CANADIAN MUNICIPAL JOURNAL

OFFICIAL ORGAN

UNION OF CANADIAN MUNICIPALITIES.

Provincial Unions of

MANITOBA, BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN
NOVA SCOTIA AND NEW BRUNSWICK.

CANADIAN INDEPENDENT TELEPHONE
ASSOCIATION.

CHIEF CONSTABLES' ASSOCIATION OF CANADA.

MONTREAL, DECEMBER, 1911.

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Although the Canadian Municipal Journal is the Official Organ of the Union of Canadian Municipalities and other bodies named above, yet these are not responsible for any other matter published in it than what in each article or item itself is stated to be authorized by either of these bodies.

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Change of copy should reach this office on 18th of month preceding date of issue, 16th if proof is wanted.

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PLEASE SEND TO US
YOUR REPORTS

Public Health

The First Congress of the Canadian Public Health Association will be held in the new Medical Building, McGill University, December 13th, 14th and 15th.

This is one of the most important movements for the good of municipalities that has been started in Canada, and every municipality that can do so should send a delegate, preferably the Medical Health Officer, to the Congress. For it is only by the discussion of such pressing questions as sewerage, water and housing, which mean so much to the health of the citizens, that the necessary improvements can be secured. The Congresses will be held in various cities, so as to stimulate the interest which is so thoroughly deserved. These Congresses are to be run on exactly similar lines to those of the Royal Sanitary Institute in Great Britain and the American Public Health Association in the United States—both of which have been so successful and done so much good.

The morning session on Wednesday, 13th, will be devoted to business, and in the afternoon, papers of general interest will be read.

The Inaugural Ceremony will take place in the Royal Victoria College on Wednesday evening when the Congress will be formally opened in person by the Patron, Field Marshall H. R. H., the Governor General. H. R.

H. the Duchess of Connaught will also be present. Addresses will also be given by Premier Borden, and other Cabinet Ministers, and formal welcomes to the Province and City tendered by the Provincial Premier, Sir Lomer Gouin and Mayor Guerin. Delegates and members are invited to bring their wives.

On Thursday morning the different sections will meet: 1. Medical Health Officers; 2. Engineers and Architects; 3. Laboratory Workers, and 4. Social Workers.

Thursday afternoon there will be a symposium on "Housing and Town Planning"; and in the evening the Annual Dinner will take place.

On Friday morning there will be a general symposium on "The Biological Methods for Sewage Disposal"; while the afternoon meeting will be given up to business, and election of Officers.

The President, Prof. T. A. Starkey, M.D., D.P.H., F.R.S.I., etc., of McGill University deserves the greatest praise for having so ably guided in its initial stages a society which is so valuable to the public health as this, is and deserves full support, not only in the Congress, but in everyday work.

Delegates should secure Standard Certificates when purchasing their Railway tickets. Further information can be had from the General Secretary, Major Drum, Ottawa; or from the Local Secretary, Dr. Douglas, 51 Park Avenue, Montreal.

Montreal Tramways' Merger

We feel bound to notice the important judgment of the Public Utilities' Commission of the Province of Quebec permitting the Merger of the four electric railway companies operating upon the Island of Montreal, namely:—the Montreal Street Railway, the Montreal Terminal, and the Park & Island Railway Companies, and the Public Service Corporation, the proposed name for the Merger being the Montreal Tramways Company.

The outstanding part of the judgment—which is the first important decision of this new Board, is its permission to the Merger to capitalize at \$27,000,000 the existing contracts with Montreal, Westmount and other municipalities. The contract with Montreal has 30 years term; the Company hazily claims it to be perpetual, but if its powers can be so construed, they will

be so outrageous a violation of public rights and understandings as to warrant immediate declaratory legislation to the contrary; and we do not think the Company is in any position to face the whirlwind of public indignation which would greet it and the Government if this claim be persisted in.

The chief point then is whether the Commission has judged wisely and rightly in permitting a franchise which must naturally decline in value with the lapse of its term, to be capitalized permanently. Beyond a doubt the extra capitalization will be pocketed by present speculators. Beyond a doubt, it will also appear henceforth in "innocent investors'" hands as a mighty argument against a better bargain for the city and favourable privileges for the public.

These are some of the considerations under which the subject is bound to be discussed throughout the municipalities of Canada. The Union of Canadian Municipalities will be sure to have it brought before them.

The B. N. A. Act

The British North America Act in Canada has been too often accepted as the Constitution of Canada, and has become almost as much of a fetish as the Constitution of the United States is to our friends across the line.

In a deeply interesting and thoughtful address recently given in Montreal, Mr. W. D. Lighthall, K. C., discussed this question very fully, and showed that Canada is governed by the British Constitution, of which the B. N. A. Act is really only a local incident, arranged by the Imperial authorities for the carrying on of government in Canada, and only covering certain local requirements, the basic features of the British Constitution still remaining untouched and in force.

The fallacy of believing that Canada is an independent nation because of the B. N. A. Act, and has ceased to remain part of the Empire, is seen by the scanty provisions of the act, all the main ideas of citizenship being untouched by it. The interchange of residence both by Canadians and English people, who settle down as citizens, with the full rights of citizenship, is an elementary argument that the same Constitution rules on both sides of the Atlantic. And this brings up the illegality of the Canadian Government in refusing admission to anyone from the Mother Country, except for such causes as would prevent their moving from one local district to another, such as contagious disease, criminal record, etc. Our Government can no more make admission to Canada dependent of the possession of a certain sum of money, in the case of immigrants from Great Britain, than one Province could enforce the same rule against another Province.

Mr. Lighthall's address should be published and scattered widely as an antidote to the clever but pernicious pamphlets that are being issued by Mr. John S. Ewart. These are evidently intended either to sever our connection with the Empire, or make the readers believe that no connection really exists. The campaign reminds one of the work of the Committee for Annexation in New York some years ago, who backed the late Professor Goldwin Smith and other visionary Canadians who believed that Canada should be an independent nation, or part of the United States.

Municipal Oversight by the Provinces

While the large cities are seeking for further powers in the line of self-government, there is a growing feeling that every Province should have a Municipal Department, with a Minister or at least a Commissioner in charge of that branch of public business which has in-

creased so tremendously, not only in volume but in importance also. Municipal development has rivalled that in either agriculture, or mineral wealth, and is entitled to full consideration. The development is, naturally, much larger in the West, and it will surprize many of our readers to learn how great it is.

Two Provinces have adopted the idea of a provincial department; Manitoba has a Municipal Commissioner, who is also the head of Education Department; Saskatchewan has improved on this and after trying a Municipal Commissioner for a while, found the work sufficiently important to justify a Minister of Municipal Affairs.

In Saskatchewan, we find that the municipal development recorded in this "Journal" some months ago has not in the least abated.

The Department of Municipal Affairs was organized on November 1, 1908, at which time only two rural municipalities existed. In the following year, seventy-four were created; in 1910, forty-four; and during the present year there have been already established a total of fifty, making an aggregate of one hundred and seventy.

Urban municipal organization has not kept pace with the rural development, yet statistics show that the number of villages has increased to two hundred, and the towns now total sixty.

The cities in Saskatchewan, which has earned the proud distinction of being called "The Banner Wheat Growing Province of the Dominion", are, as might be expected, comparatively few, and the number has remained constant since 1906. Regina, Moose Jaw, Prince Albert and Saskatoon, for five years have stood alone as the only four cities, a fact which the people of the western province do not in the least deplore, for official information shows the great body of the Province's population to be on the land itself and acting as practical producers, a condition of affairs almost the opposite of some of our eastern provinces, where the urban centres are growing by leaps and bounds at the expense of the country areas. The sum total of the population in Saskatchewan's cities is under 62,000 while the Province has more than 453,000 according to the 1911 official Dominion census.

The City as Contractor

Judge Charbonneau, Montreal, (*Bernier vs. City of Montreal*), has decided that where a municipal body becomes an employer of labor as a contractor, that is undertakes work which it could get a private firm to do, it comes under the Workmen's Compensation Act. He took the ground that where the work in question would be done by private parties for gain, the municipality should be as responsible as a private party would be.

A Sworn Census

Saskatoon, Sask., has solved the difficulty of the discrepancy between its own figures of population and those of the Census enumerators, by producing a sworn statement. This, we believe, is a novelty in municipal enterprise, and Saskatoon deserves great credit for finding a remedy for the injustice of the late census, instead of merely grumbling at the erroneous figures.

Salvage Corps

The Salvage Corps of the City of Chicago, Ill., is maintained by the Insurance Companies doing business in the city in proportion to the premiums received. There are eight district divisions, of 13 men each, and an equipment of wagons, covers, etc. They are, in time of fire, under the control of the Fire Chief.

Union of New Brunswick Municipalities

Officers 1911-12.

President, Councillor Siddall, Port Elgan.
Hon. Sec. Treas., City Clerk McCreedy, Fredericton.

Sixth Annual Convention

NEWCASTLE, OCTOBER 10th and 11th.

OFFICIAL REPORT.

(Concluded.)

A PROVINCIAL REFORM SCHOOL FOR THE CARE OF JUVENILE DELINQUENTS.

The Boy Problem, or our Juvenile Offenders, is probably the most complicated and bewildering question that we have to deal with, owing to the varied circumstances which surround many of the boys and girls who have to face a Judge.

To arrive at a conclusion as to the cause of juvenile depravity and the best means to be adapted to check its onward march, is a matter of vital importance to all good citizens.

Children of tender age are brought before judges. They are marched through the streets by a policeman within the gaze of citizens and playmates, and placed in a cell until such time as the magistrate sees fit to dispose of the case. Here is the crucial point in the life of such a boy or girl. The Judge according to his dictates or his sympathetic nature, sends the offender to the penitentiary or jail, or discharges him.

Now what are the consequences in either case? If he sends him to jail or penitentiary to associate with hardened criminals, will it have the effect of making the offender sorry for what he has done and resolve that after his liberation he will lead a new life and never be caught offending again? No, it will not. It has gone too far. The time to get at the heart of that offender was before he was marched through the streets by a policeman. The time for reform was when the offence was found out and he met his accuser face to face. In case the offender has been sent home with his father or mother, after a very strong reprimand by the Court, what effect will that have on him? In cases where the parents are good living people and use the proper means to correct the child, the benefit of the discharge will be seen; but in a good many cases it does not have that effect.

The absence of good home conditions is largely responsible for the vicious tendencies of the child. Parents are often too indifferent to the action of their boys in bringing them home articles of various kinds which should not be in their possession. The environment at home and outside of the home leave their print on the moral nature. One plotter or mischief maker will demoralize an entire group. The saloon, the moving picture show, the dare devil, blood curdling, "Buffalo Bill" literature, which parents permit their children to read, are responsible in a great measure for the waywardness of the child.

Children at an early age have instincts developed and reformation is necessary to restore them to a moral life, and in some cases reformatory treatment is required. The parents to a certain degree are responsible, but I also place a considerable amount of blame on the authorities for their inactivity in not giving more attention to the welfare of the many juveniles, who day and night are allowed to roam about our streets without any inquiry as to their objects in loitering about places where they should not be.

If there were more attention given to child saving there would be considerably less work for Judges. To save the child from becoming a criminal or from continuing a career of crime, to end in later years in punishment and disgrace, the Legislature surely may provide for the salvation of such a child, if its parents or guardian be unwilling or unable to do so.

We have as an example the experience of a number of cities that have handled the boy problem in a very successful manner. First and most essential is the establishment of a Juvenile Court and a Juvenile Court Judge. Next comes the Probation Officer and the place of detention. The Court should be open only to those directly interested in the case; the Court presided over by a Judge who will be sympathetic, not sentimental, with a quality of firmness which will give the child resolution, so often needed in the absence of parental firmness at home. The probation officer should have an outlook sufficiently broad to comprehend the need and nature of the child and make the most of him and never cease in his endeavour to mold the child character.

Reformatory institutions are needed for the incorrigible and dangerous, the chief purpose to be accomplished being the submission to authority and the enforcement of discipline.

In bringing this subject before you, the object is to place before the public absolute the necessity for action. A study of the subject will require very earnest and careful consideration and I am sure will meet with the hearty approval of the Municipalities of New Brunswick. The influence of this body should be brought to bear on our Legislature in order that our representatives may see the necessity of establishing a Provincial Home for our unfortunate boys and girls.

After a discussion by Secretary Bliss; Secretary Kelley; Coun. Cochrane; Mayor Pedolin and others the paper was referred to a special committee for consideration and President Sterling named Mayor Thomas, Secretary Kelley and Coun. Sidall.

The following resolution, introduced by Coun. Sidall, Port Elgin, and seconded by Coun. Farrell, Fredericton, created a prolonged discussion:—

"Resolved that this Convention recommend the Provincial Government the passing of an Act for the establishment of a Detective Bureau with police powers for the province."

Coun. Sidall claimed inadequate police service for the rural districts was a great inconvenience and with such a bureau an officer would always be available. Many arguments for and against were presented: those participating in the discussion including:—Coun. Sidall, Secretary Kelley, Coun. Cochrane, Secretary-Treasurer Bliss, Town Clerk Taylor, Coun. McMullin, Honorary Secretary-Treasurer McCreedy, Mayor Rielly, Mayor Pedolin, Ald. Cassidy and others.

Ald. Potts moved in amendment, seconded by Ald. Wallace, that the matter lie on the table. The amendment was lost and the original motion was carried.

Coun. Sidall introduced the following resolution:—

"Whereas the means of transportation are of the greatest importance for the development of the natural resources of the Province, and

"Whereas as in the past years, both the Dominion and Provincial Parliaments have granted very large subsidies in and of the construction of railways, and

"Whereas the proper construction and maintenance of the highways of the country are of the most vital importance to the Agricultural and industrial development of our province.

"Therefore resolved that, in the opinion of this Convention, it would be in the best interests of the people of New Brunswick for the Provincial Government to borrow, by the issue of debentures or otherwise, a sufficient amount to construct permanent highways in the province."

Coun. Cochrane seconded the resolution. Ald. Wallace, Secretary Kelley, Ald. Potts, Warden Rogers and others discussed the resolution strongly endorsing its purport. The resolution was carried unanimously.

Warden Rogers moved, seconded by Coun. Sidall, a vote of thanks to Chief Commissioner Morrissy. Carried. The latter responded and expressed his regret that he would be unable to remain for the entire session, owing to a meeting of the Government on Thursday.

Municipal Taxation

Ald. H. H. Stuart, Newcastle, N. B.

Few thoughtful men contend that the prevailing system of municipal taxation in this Province is fair or reasonable, while many denounce it as decidedly wrong in principle and vicious in practice.

Our municipal taxes are derived from the levy on the assessed value of land, buildings and other improvements, personal property and income, and from a poll tax.

The rate of taxation on each is the same; and, with one or two exceptions, each county, city and town has to raise one-sixth of its revenue by the poll tax.

Allowing for the exemption in most municipalities of the first \$200 of income, land, improvements, personal property and income are supposed to be assessed at the full value of each.

Now suppose that the assessors are both honest and capable — that they act without fear or favor — the selling price of land being so much less than that of the improvements thereon, every temptation is offered for speculators to hold land idle in hope of a rise in price whereby they can reap a golden harvest from the extra value created by the industry of the rest of the community.

The land speculator is no good in any place. His policy is to hold land in what he considers a growing district and keep it idle until prices go up. Year by year people settle near it, clear the ground, open up streets, erect buildings and bring trade to its neighborhood. Schools, churches, theatres, railway stations, are built near it, and soon his unimproved property becomes most desirable, and he is offered many times what he paid for it. Then he sells and pockets the extra value wholly created by the labor of others — the unearned increment which should all go to those who created it, that is, to the community.

Not only does the speculator perform no service to the public, but in many instances he positively hinders its progress. His block of land in the middle of a town, held at exorbitant price, compels others to go far out of their way to build in the suburbs, thus necessitating extra streets, sewers; water mains, electric light and telephone posts and wires, and decreasing the efficiency of police and fire protection.

If the vacant block be held in the country districts, it often lies between two small settlements, forcing them to maintain two small, inefficient schools where one

good graded school would be possible, and forcing the young men who wish to take up land to leave the vicinity or open up new farms in the backwoods, where miles of new road have to be made by labor which could be better employed, and removing them to an unnecessary distance from markets. In many places to-day farmers are cultivating poor tracts of land and making a bare living while right alongside of them are tracts of fertile soil held wild and taxed at a merely nominal rate, and, while there may be little of the old-fashioned feudalism or landlordism in the country districts the speculator holds land vacant expecting a future profit from the labor of others.

If our system of taxation is bad in theory it is much worse in practice.

Vacant land is generally assessed at a figure considerably below the selling price asked by the owner, thus putting on speculation a premium. Personal property, which consists of stock in trade, is often merely guessed at, it being generally noticed that the bigger the business and more influential the owner the less proportion its assessed value bears to its real worth. Personal property often escapes the assessors' notice altogether or is assessed at a ridiculously low figure. Only a very small percentage of personal property pays any tax at all. Many an assessor too, while he estimates correctly the annual receipts the salaried man, makes a poor guess at the incomes of those higher up. It is extremely interesting to read the modest figures often assessed for income tax on those who are known to spend more in a month than the average worker receives in a year.

Among the reasons for the glaring inequalities so often found in assessments are the following:

1. The extremely small remuneration given assessors, does not offer any adequate reward for capable men. They prefer instead of making a thoroughly new valuation to follow in the foot-steps of their predecessors, in no way changing the iniquitous result.

2. That in all municipalities in this Province—there is a provision rendering a man ineligible for the position of mayor or alderman, warden or councillor, unless he is assessed on so much real or personal property, and the councils appoint the assessors. Naturally the assessors are men after the image of those who appoint them, and, consciously or unconsciously often ignore the rights, and the appeals of the unrepresented part of the population.

At least two of the defects of the system can be done away with by taking off the taxes on improvements, personal property and income, and abolishing or reducing the poll tax, and raising the revenues thus lost, by an increased tax on land values.

Why should the land alone be taxed? A man's income, if rightfully obtained, is the sum of his earnings and he has the right to the unmolested possession of the full product of his toil. A man's personal property represents his earnings, and, he alone is entitled to its possession and enjoyment. The land on the other hand being necessary to the support of all and not being produced by the labor of any, is rightfully the joint property of all and should therefore be made to pay the taxes of all. For the individual use—not ownership—of land the individual should pay the community whatever the community judges to be right.

Again it is fair that everything a man creates by his own labor is rightfully his and the law should secure it to him. If a man settles in the wilderness and transforms comparatively unproductive soil into gardens, orchards and fields of grain, who but himself has any

right to the increased value created by the working of his own hand and brain?

If a neighbor with equal opportunity creates only half as much value why should the former be taxed more than the latter, their holdings and opportunities having been equal?

It would be manifestly unfair to tax all land at the same rate. The relative fertility, accessibility and desirability of the land must be taken into account.

In a town certain blocks, are by virtue of their situation much more valuable than others and should be taxed at a higher rate.

The benefits derived from the system of taxing land values only are at least two:

1—The taxation of land values only will, by increasing the taxes on land, tend to do away with speculation in land, for few or none (were the taxes high enough) could then afford to hold land idle, so heavy that the owner would be compelled to immediately put his land to use or sell it to someone who would. Vacant land being thus forced upon the market men desirous of obtaining land could purchase it much more cheaply than at present.

2—The tax on land values only would simplify the task of collecting taxes. No one could escape his taxes. He could not hide nor misrepresent his land. The assessors would have no choice in the matter. Under our antiquated and wornout system, much of the taxes levied is never collected. Many make false entries regarding their income or personal property, and the value of improvements is fixed according to the judgment of assessors upon whom, as we have seen, a multitude of influences can be brought to bear. Also because men leave their families and wander hither and thither for work, much of our poll tax is lost.

So, when the collection of a land tax is so simple and easy, why bother with those forms of taxation that are so uncertain, so difficult to fix, and so hard to enforce?

As these ideas are new to many people, and as undue haste is always to be deprecated, this Union should not ask the legislature to at once compel all municipalities to restrict taxation to land and abolish all property qualification for voting and holding office, but should merely demand from it the right for all municipalities to regulate such matters for themselves. Such permission being obtained, each municipality could fight the question out for itself and advance as rapidly or as slowly as the majority of its people should decide.

On motion of Ald. Wallace, seconded by Ald. Polley, Ald. Stuart's paper was received and ordered on the minutes of the convention.

Following the lines of his paper, Ald. Stuart introduced the following resolution:—

“Resolved that this Union of New Brunswick Municipalities assembled in Convention in the Town of Newcastle request the Legislature to pass at its next session a bill, providing that any county, city or town in the province of New Brunswick shall, upon a majority vote of its qualified rate-payers voting, have the power to reduce or abolish within its jurisdiction taxes on polls, improvements, personal property and income, or any one or more of these, and raise its revenue by means of a land tax with or without a poll tax and with or without a system of business licenses.”

Ald. Butler, in seconding the resolution, said the present system of taxation was a burden on the towns and since it had been in vogue it had been driving the young men to other parts.

Ald. Potts severely criticized the prevalent conditions of taxation. He dwelt especially on local conditions in St. John and declared the situation there to be ludicrous. He was strongly in favor of the resolution as it did not interfere with any rights, but merely asked the government to afford the opportunity to centres, desiring a change, to take a vote on the question.

Further consideration of the matter was here deferred, the convention adjourning until 2.30 o'clock.

Upon the Union re-assembling, Ald. Wallace resumed the discussion on Taxation. He said that Sussex was sodbound in respect to land holders. He hoped to take the papers read by Mayor Reilly and Ald. Stuart to the Sussex Council and have the matters contained therein thoroughly discussed.

Town Clerk Taylor believed it within the power of any municipality to have the voice of the people taken on proposed amendments to the existant regulations. The operation of a land tax only might create greater injustice, in the case of the man in the village, than at present exists.

Ald. Anderson, Sackville, thought there was no more advisable means of raising taxes than by taxing the incomes. He considered that \$300 should be exempt. One should pay something for the privilege of exercising the franchise.

Ald. Carvell, Chatham, did not consider the present system oppressive. The system of a land tax only would be impracticable for the majority of the municipalities.

County Secretary-Treasurer Bliss said that the Convention should carefully consider all measures to alleviate trouble in taxation. He believed in some of the things in Ald. Stuart's paper. There was nothing in the assessment law to prevent a tax on unearned increments. There was nothing to prevent municipalities applying for power to amend the Assessment Act. The responsibility for the present deplorable conditions lies largely in the failure of the councils to appoint capable assessors. If efficient assessors were appointed 99% of the evil would be remedied. In many cases the assessors would not tax the big man to the right amount. Leineny should be shown the small man.

Mayor Reilly pointed out that the resolution did not commit a municipality to adopt any special system, but asked for the power to allow municipalities the regulation of their own system.

Town Clerk Reid, Campbellton, strongly supported the resolution. Campbellton had desired to exempt improvements but the request was refused, presumably because there were no others desiring a change of system.

Coun. Sidall said that there were competent assessors in Westmoreland. He supported the resolution as it would serve to make the legislation uniform. If the change was desired the majority should rule.

The resolution was put to the meeting and carried with a large majority.

Ald. Stuart's resolution re qualification for candidates for electoral honors was not voted on owing to the fact that sufficient notification, in the opinion of many, had not been given.

Mayor Reilly moved, seconded by Ald. Potts, the following resolution:—

“Resolved that this Union of New Brunswick Municipalities in annual convention assembled does hereby strongly recommend to and impress upon the Provincial Government the necessity of providing such amendment or amendments to the rules and regulations touching the introduction

of bills to the Legislature as shall make it compulsory upon all applicants for legislation especially when such legislation seeks the right to use and control any public right, utility or water power, to file with the Secretary or some other officer of each Municipality affected a copy of the proposed Bill at least ten days before its introduction into the House, and that the Standing Rules Committee shall insist upon proof that a copy of such bill has been so filed before any such bill be introduced, and

"Futher resolved that the above be an addition to any notice of legislation now required."

The resolution was adopted.

Coun. Cochrane moved, seconded by Coun. Donavon, the following resolution:—

"Resolved that the Government of New Brunswick be requested to amend Chapter 165 of the Consolidated Statutes of New Brunswick 1903, relating to municipalities, and the special Act in amendmend thereof providing for the election of councillors for the parishes in the various counties on the same day throughout the Province, and that the term of councillors be three years."

Coun. Cochrane, Coun. Donavon, Coun. Sidall, Coun. McMullin, Mayor Reilly and others spoke in favor of the resolution, which was subsequently adopted.

Coun. Polley invited the Union to convene at St. Stephen in 1912 and Warden McLeod, Coun. Hiltz, Coun. De Wolfe, and Coun. Johnson of Charlotte joined in the invitation.

Coun. Wallace said that he would like the Convention to meet at Sussex, but as the meeting seemed favorable to St. Stephen, he had much pleasure in moving the acceptance of the invitation. Coun. Donavon seconded the motion which was carried.

The election of officers resulted as given in the heading.

After customary votes of thanks the Convention adjourned.

Twentieth Century Magazine

A change has been made in that excellent monthly, "The Twentieth Century Magazine", Mr. B. O. Flower having retired from the position of editor and having been succeeded by Mr. Charles Zueblin. The aim of this magazine has been to give unbiassed information on the great social questions of the day, and it is pathetic—but not wonderful—to find that the change has been necessitated by financial reasons—the failure to attract the necessary capital. It is pleasant for those who have learned to appreciate Mr. Flower's outspoken attitude to know that he still remains connected with the paper; and also to feel that he has a worthy successor in Mr. Zueblin. The "Twentieth Century Magazine" has always appealed to the thinking class, and a great success from the treasury point of view is unattainable. Educating the public does not pay as well as amusing it, as we can testify from experience, but we trust that there will be found enough support to keep such an admirable paper strong enough to fulfil its very worthy mission. The contents of the November issue, the first under Mr. Zueblin's guidance, are very attractive and varied, and the list of contributors is a fine one.

A Novel Street

A novel street has just been planned by the Bureau of Highways of New York, and that is a subway, "Tunnel Street," for pedestrians under the steep hill in the upper section near Morningside Heights. Another idea which is being discussed, is a double decked street down town in the congested district.

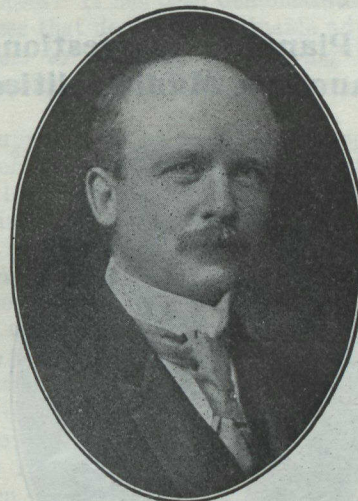
Ontario Municipal Association

President, Controller F. S. Spence, Toronto.

Secretary-Treasurer, K. W. McKay, St. Thomas, Ont.

CONVENTION, TORONTO.

The Highway Improvement Situation in Ontario



W. A. McLean, C.E.

Provincial Engineer of Highways

Although this subject has been so frequently discussed that there is little new to be said about it, yet it is necessary to keep repeating the important facts lest they should be forgotten.

Up in New Ontario there are absolutely no roads, only canoe routes and trails, just as the pioneers in old Ontario found the country, there have been no changes here since their day.

Good roads are always found where there is well improved private property, and the reverse obtains also; and while it may be questioned which is cause and which effect, there is no doubt that good roads lead to the improvement of property along them, and it is hoped that they will actually repay their cost in this way, as well as in the added comforts which they bring.

Roads form an important part of the great subject of Transportation, and it is to her solution of this problem that England owes her pre-eminence, for she is not satisfied with transportation on the sea, but possesses excellent roads. And Ontario will in the same way derive advantages from good roads.

The United States, like Canada, has the good roads problem, and is actively showing to conquer it. New York has appropriated twenty-five million dollars for roads, and is prepared to double this. Even in England, improvements are needed, and are being carried out, to meet the exactions of automobile traffic. But it is pleasant to think that, in proportion, Ontario is holding her own.

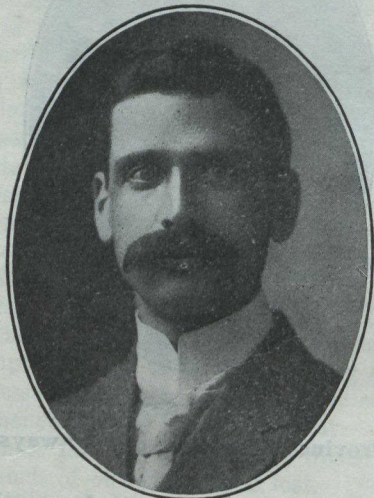
Road Improvement may be looked at in three aspects: 1. Practical Construction; 2. Organization; and 3. Finance.

The construction should always be done properly. Every municipality should have a properly qualified Engineer and Superintendent.

Too little is known by the officials about the roads; there are 50,000 miles of highways in the Province, yet it is strange how few clerks can tell how many miles there are within their own boundaries. If this were private property, the owners would not only know all about it, but would engage experienced men to look after it. Your officials should know what kinds of roads to provide for different kinds of traffic, and how to maintain them after they are built.

The cost should be borne by those benefitted, which in some cases means more than one township, or even by the County at large.

Town Planning Suggestions for Canadian Municipalities



J. P. Hynes, Toronto

Municipal government throughout this continent has long been a reproach upon the ability of a democratic people for self government. Canadian municipalities may not have experienced organized graft to the same degree as their neighbours in the republic to the south, but the congratulation is purely a negative one, for the possibilities of municipal development have not been availed of in Canada any more than they have been in the United States. These years of wasted opportunity have been contemporaneous with the virtual reconstruction of Paris, Vienna and Berlin, which have respectively led the cities of their nations in an active rejuvenation.

Perhaps the causes for this state of affairs are too numerous and varied to be traced, but a few from which perhaps all the others grow may be here stated.

First, the lack of a proper civic sentiment. While the most extravagant bragging is done by the citizens of every municipality on the continent, the single purposeful personal service necessary to procure capable and efficient civic government is a duty that they have not yet begun to discharge.

Second, the lack of a proper civic ideal. Big is the one civic ideal constantly heard of, big business—no matter what degradation follows it; big buildings—no matter how humanity suffers for light and air; big population—no matter how inadequately housed. In fact in civic matters it is only in regard to a big tax rate that this ideal fails to hold good.

Third, the lack of a proper civic foresight. Individ-

uals are permitted to lay out property in city lots for a speculative game and the city accepts them, provided the streets are 66 feet wide. But the lack of foresight has lost the opportunity to plan the best possible for the growing municipality. Corporations obtain franchises without being forced to co-operate with each other and discharge their duties without disfiguring the city with a constant breaking and repairing of street pavements and the planting of poles and poles, not to mention their accompanying wires.

Municipal councils use false economy and show a lack of faith in their town by making temporary instead of permanent improvements, and, last but not least, fail to recognize the financial value of beauty despite the fact that it is one of the chief revenue-producing assets of European cities.

The basic unit considered in city planning is the family, and it is the aim of civic improvement to provide every facility in its power for that unit's best development. The success of civic improvement may be judged by the measure in which it provides such facilities to the units with least means to procure them for themselves. After providing water and sewers, the most pressing requirement is transportation, both freight and passenger, and it is here that city planning plays a large part, for this requirement is more a matter of plan than of equipment.

The next important measure is for the municipality to procure for itself as far as possible the increased value of property and franchise created by its growth. This is largely done in Europe by the municipality being a large landlord and by having the powers of excess condemnation, or expropriation.

The wave of agitation for civic improvement which has swept the continent since the Chicago World's Fair has had two developments, first for an economic and artistic physical development of cities on the one hand, and second a more responsible executive administration on the other.

The first is exemplified to a greater or less degree in innumerable places, but most notably in Harrisburg, Des Moines, Philadelphia and Cleveland, while as to the second, more than a hundred American cities have adopted commission government and St. John, N. B. in our own country is following in an endeavor to procure more efficient civic administration.

In conclusion may I recommend to this Association the advisability of urging upon this Province of Ontario, to take a leaf from our sister Province of Saskatchewan and establish a Municipal Department that will act as a clearing house for the diffusion of the tried and proven ideas in civic improvement, both in physical development and executive administration, as a Town Planning Commission; to insist on private property being developed to the best advantage of the municipality as a whole; and on public service corporations performing their services without either temporarily or permanently disfiguring the city they are chartered to serve.

In England this work is now largely done by the Local Government Board and it is for such bodies as this to urge our provincial government to do its duty in regard to municipalities. The manner in which the government now promotes good roads is an evidence of what it could accomplish on behalf of municipalities.

Chief Constables' Association of Canada

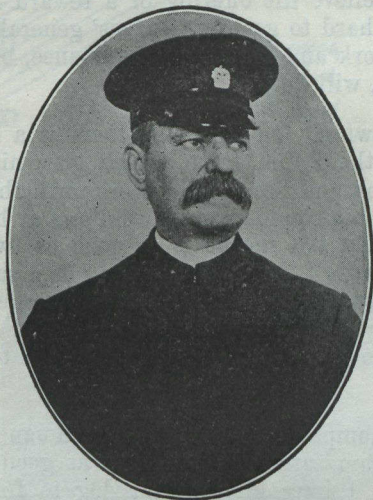
President, Chief Chamberlain, Vancouver, B. C.;
Vice-President, Chief Detective Carpenter, Montreal;
Sec-Treas., Deputy Chief Stark, Toronto.

Seventh Annual Convention

Official Report

(Continued.)

The Apprehension of Offenders Guilty of Serious Crimes



Inspector McClelland, Toronto, Ont.

I would ask you to bear in mind that the commission of serious crimes is not infrequent, and that the plotting criminal mind is always at work, hence the necessity for the efficient officer giving thought to his calling, and realizing that brains properly applied are far reaching in effectiveness.

I desire to offer a few suggestions, which would be practicable when they are found necessary, and would apply to Cities and towns as well as to rural districts. The details and instruction, of course, could be worked out to suit the circumstances and local conditions, and I would ask you to bear that in mind, as it is impossible to note every desirable precaution that may be taken in all cases, yet a great many steps can be planned, the carrying out of which may lead to the desired results, as you know chance plays a considerable part in the capture of many criminals.

The necessity of speedy communication and co-operation on the part of the Police when a crime is committed is most desirable, and I wish to lay particular stress on it. This could be facilitated by a pre-arranged plan. In Cities for instance it could be arranged by instructions suitable to local conditions, and with the view of showing the necessity for such action, I would refer to two cases:—

Many years ago burglars entered the home and fatally shot a citizen in the vicinity of Bloor and Yonge Streets, Toronto. One of the perpetrators of the crime, a remarkable man who had a large mole on the side of his face, passed several of the Police on beat duty soon after the murder was committed. Many of the Police did not hear of the murder until next day, which shows the necessity of speedy communication.

Some years ago the Spellman Brothers, who had been charged with a number of serious crimes, broke out of

Toronto Jail. Detective, (now Chief Constable) Slemin effected their capture on the train at Sharbot Lake, an instance of chance and alertness on the part of the officer.

As stated, a plan or Order might be prepared allotting to each Inspector a certain part, furnishing him with blank forms, and authorizing filling in them when necessary. A list of places could be prepared to be communicated with by wire, thereby dividing the work and insuring speedy communication. In this connection might it not be well to encourage a few of the dog fanciers in each Police Force to keep and train dogs for Police purposes? It has been demonstrated in European Police Forces that dogs are a valuable adjunct.

Permit me to illustrate by showing how the foregoing suggestions would work out in one of our large cities:—

Let us suppose that at 1.30 a. m. a report was made to the Chief Constable that the home of a prominent citizen had been entered by two men, one of whom fatally shot the citizen. Mr. had evidently a struggle with one of the burglars, as a button with a piece of cloth attached was found in the hall. The only description of the perpetrators of the crime is that given by one of the maids, who states that the men were young, clean shaven, one about 5 ft 10, the other about 5 ft 6. Now according to my suggestion the Chief Constable would say to the officer reporting the outrage "communicate the facts to the Inspectors in charge of Divisions, as well as the Inspector of Detectives, with a description of the men wanted, and authorize \$100.00 reward. Carry out the provisions of Special Order No. 1," which might read as follows, to suit local conditions.

Special Order, No. 1.

Order No. The Inspector in charge of No. 1 Division will see that the following instructions are promptly carried out:—

Notify the Officers and men on duty in your Division, giving a description of the perpetrators of the crime.

Fill in blank forms supplied for the purpose, insert \$100. reward for information that will lead to the arrest of one or both men wanted.

Forward copies at once to the crews of outgoing trains, freight trains, etc.

Place men in the vicinity of Railway tracks.

Communicate, by wire, to places on list in connection with this Order.

Cause all hotels where Night Clerks are kept as well as all restaurants, and night houses, to be visited by Police.

Notify conductors operating street railway cars, as well as the Press.

The Chief Constable expects that this Order will be carried out with all possible speed and intelligence.

The Inspector will forward to the Chief Constable's office by ten a.m. a detailed statement of the work performed in connection with the foregoing instructions.

This Order will be read to all reliefs at each Quarterly Inspection, and a note made of the fact on the Quarterly Return.

I submit that with the uniform observance of such instructions, combined with speed, intelligence and vigilance, together with the general co-operation of the Police, the chances for the apprehension of persons wanted would be very much increased.

In brief, my suggestion is that the officers in charge of our Police Forces might be prepared when serious

crimes are committed, by having a plan to suit their respective districts and procuring the sanction of their Commissioners to offer a reward. The ways and means of rapid transit are with us and it is quite possible that the perpetrators of a crime may board a moving train or automobile in a very few minutes after the crime is committed.

Regarding the use of dogs, I may say the officer in charge of the Dog Squad in New York speaks in the highest terms of their use. Formerly the Policeman who ventured along the waterfront after dark took his life in his hands, now, accompanied by his dog, he feels perfectly safe. Heretofore the thug after committing a crime would jump into the river and swim away, now the dog follows him and brings him back or drowns him in the attempt.

Chief Carpenter, It is very important that when a serious crime is committed that the Officers in the District should be notified as quickly as possible; also important that Lodging House Keepers, Clerks in Hotels, Railway, and Street Railway Conductors be notified as soon after the crime as possible, and told that a reward is offered and how much it is, as this acts as a stimulant. I do not mean a reward to Police Officers as my experience has been that they do not need a reward, but it is an incentive to outsiders to take an interest in the case.

Secretary-Treasurer. It is a question if we give as much time in this Association to the Detective portion of the work as we should. I sometimes think we neglect the Detective part a little. The ambition of perhaps 95 per cent. of the men who enter the Police Service is to be Detectives. There is much in connection with it that is interesting and much discouraging, but of course, we are all interested in it. In a small place the Policeman has to do his own Detective work. The question of the introduction of dogs is an important one. Many of you have noticed how often you will find a dog with a Policeman at night, they seem to have an affinity for the Policeman. In some of the large European forces they have introduced dogs in connection with the Police work and the Policeman who is about at night feels that he is safer with a dog, and you will find the average thug will shrink from attacking a Policeman if there is a good dog with him.

Chief Slemin. I think Inspector McClelland's paper a good one, and as far as rewards go I think it a splendid thing, and am sure there are very few cases where the offering of a reward has not helped the case considerably, and in so far as I am concerned I am thoroughly in favour of rewards being offered. If no reward is offered you will not get the public at large to take a deep interest in a case; the prisoner generally has the sympathy of the public but a reward makes an inducement. I know there are many cases where people have had information concerning fires that they would not bother themselves about going to the Police with as they did not wish to be mixed up in the matter, but if a reward is offered they will do so to get the reward, but in so far as the Police are concerned we are sworn to do our duty and no reward is necessary for the Policeman. I think the dog question a good one, dogs, that is well trained dogs, have done effective work in hunting down murderers, both in this Country and in Europe.

High Constable Boyle. I thoroughly agree with the use of dogs. I know a watchman who has a large dog that goes around with him every night, and if there is a tramp in the neighborhood the dog will find out, and I know another case of a man who had charge of the Banks, etc., and instead of going into the Alley ways himself he sent his dog and if there were anyone in that Alley way I tell you the dog found him. I may say that I know of a case in St. Catharines where a robbery was committed by two burglars, they were slick fellows and the Chief at that time sent word all over by wire, and the next morning he got a wire from Buffalo that they had one of our men there and the second one was captured at Niagara Falls; that was the result of despatch. I believe the offering of a reward is good as a rule. It is hard to get the Citizens' generally interested in Police work and render any assistance, but a reward, if anything, will do it.

Chief Newton. In Belleville there is a dog, not belonging to the Police force, which goes nightly to the Police station and lies around there until the night man goes out on his rounds when he follows at his heels and the Policemen tell me he is as good as two men. As regards rewards I think there should be a sum of money at the disposal of the Chief Constable to offer as rewards in cases that he thinks deserve them. If he is not to be trusted to that extent then he is not fit to be a police constable.

Chief Thompson. My night watchman has a large dog and I am satisfied that he is as good as any two policemen. I have known that dog to follow a man, corner him, and hold him up until his master came along.

Chief King, Barrie, Ont. I am a firm believer in the use of dogs. I have a man under me who is an excellent officer but is a little small of stature, and this man had a great dane which he had well trained, and that was as good as two men, as soon as he shot his light up an alley the dog was up there like a flash, but I regret to say that this dog on one occasion badly mauled a neighbor's dog and there was a great cry got up about the Policeman's dog and it was said if the man was not big enough to do his work without a dog that he should not hold the position, and the man being a little too sensitive, got rid of the dog.

Another Lectureship in Town Planning

A lectureship in Civic Design and Town Planning has been established in the University of Birmingham, England, of which Sir. Oliver Lodge is Principal. The cost will be defrayed by the Bournville Village Trust which was founded by George Cadbury to encourage schemes of betterment and improved housing generally. Mr. Raymond Unwin, F. R. I. B. A., has accepted the Lectureship for the first year, and will begin his course during the present Session. The Lectureship will at first be associated with the Department of Civil Engineering wherein are students training for Civic and Municipal service of various kinds; but it is hoped that students in other Faculties, especially those working for diplomas in Social study, as well as persons interested in Architecture and in Civic improvements generally, will take advantage of these lectures.

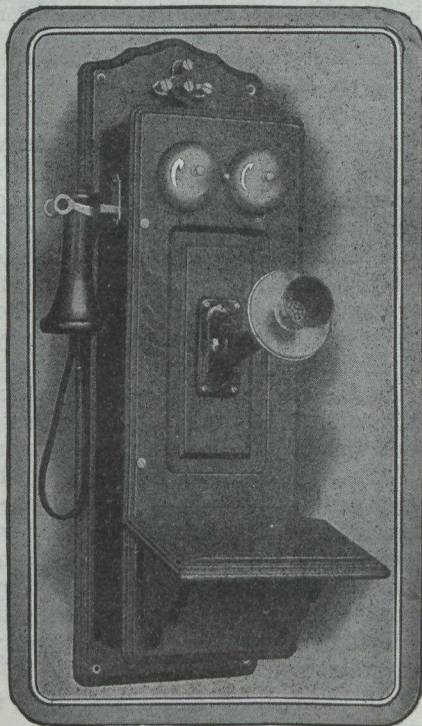


TELEPHONE NEWS



OFFICIAL INFORMATION
OF THE
CANADIAN INDEPENDENT TELEPHONE ASSOCIATION
& C, & C, & C,

THE TELEPHONE STORY



"Canada and the Telephone" is the name of an illustrated booklet which has just been published and which gives some very interesting facts in regard to the telephone in Canada. The illustrations also indicate the value of a telephone in the rural home. If you are interested in reading the story and seeing these interesting sketches, write us and we shall be glad to mail you a copy free of cost.

TELEPHONE INSTRUCTIONS

If you are thinking of building a telephone line and you would like some information in regard to the best methods of construction, we will be very pleased upon request to send you free of charge a copy of our No. 2 Bulletin which is also illustrated, showing exactly how to build first-class telephone lines.

TELEPHONE EQUIPMENT

If you require telephones, either for your local or party lines, it will be to your advantage to give us an opportunity of quoting you on your wants. The thousands of telephones we have now in service are giving the very best of satisfaction, the kind of satisfaction that is bringing us new business every day. Our telephones are fully guaranteed. We are a Canadian company manufacturing telephone equipment and building up our business on the quality of our goods. If you have never used our telephones, write us and ask for a trial order proposition.

TELEPHONE SUPPLIES

We carry a large stock constantly on hand of all materials necessary for the construction of a telephone line. These materials are first-class in quality and we are in a position to give prompt attention to all orders sent to us. It will pay you to let us quote you on your supplies.

Prompt Shipments and guaranteed satisfaction are making our success.

Canadian Independent Telephone Co.,

LIMITED

18-20 Duncan St., TORONTO, Ont.



Canadian Independent Telephone Association

ESTABLISHED 1906

OFFICERS FOR 1911-12:

President: DR. W. DOAN, Harrietsville, Ont.
Hon. Vice-President: C. SKINNER, Sherbrooke, Que. *Vice-President:* G. W. JONES, Clarke, Ont.
Sec.-Treasurer: FRANCIS DAGGER, 21 Richmond St., West, Toronto.

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P. R. CRAVEN, New Liskeard. F. W. JAMES, Bridgeburg. S. L. SQUIRES, Waterford.
 T. R. MAYBERRY, M. L. A., Ingersoll. M. A. GEE, Selkirk. F. S. CLARKE, Brussels.
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 GEO. TAYLOR, Blenheim. W. S. ORMISTON, Uxbridge.
 E. E. WILSON, Caledon. M. BANKS, Jordan Station.

Sixth Annual Convention

(OFFICIAL REPORT)

Toronto, 15th November, 1911

(Before the proceedings began, copies of the Agreement for Local Connection which the Bell Telephone Company had submitted to the Board of Railway Commissioners were handed to all the delegates so that everyone could follow the discussion, which was led by Mr. W. D. Gamble, K. C., who had acted for the Companies which had obtained connection).

The President, Dr. W. Doan, occupied the Chair, and called upon Mayor Geary.

Mayor Geary:—I am very glad to meet an Association of different men gathered together in regard to an Independent Telephone Association. A long time ago the Bell Company had an exclusive franchise in the City of Toronto, and offered to renew it for a term of years. It may be that we did not do right in refusing it, but we have had some slight difficulty in regard to exclusive franchises in the City of Toronto, and we rather avoid them. The City might have got some income from the Company, but now it is absolutely free. We can only say that the object of your Association meets with the entire sympathy of the Council and the people; we are glad to see you here, and, in any slight way to accommodate you; we wish you every possible success along the lines of your endeavors and your objects.

Colonel Mayberry, M. L. A., in replying, said:—The objects of the Independent Telephone Systems in Ontario have not been understood. A great number have been established by people who are interested in local telephone connection, and it was to give this connection to the people, which had seemed impossible to get in any other way, that these Systems were formed. A great many people have the idea that they were established to fight the Bell Company. That was not the object. The people demanded telephone connection and they have received it from this means. In regard to the Bell Telephone connection, nearly all the Companies in the Province have that connection, but in various ways; some by mutual consent, others by Order of the Railway Commission.

The ideal system which this Association would like to see carried out, would be for the Government to assume the trunk lines, allowing all local Companies to make connection therewith, and in that way any subscriber of one Company would be able to get, at a rate fixed by the Government, or Commission of the Government, a satisfactory service. This system would be ideal and we hope to accomplish this.

To bring this matter more forcibly before the Government is one of the objects of this Convention. It meets

for the purpose of furthering the interests of the people of the Province, not only the Companies, but the people as a whole.

The President named the Standing Committee to arrange the various Committees dealing with the officers and resolutions: Messrs. Hoover, Lundy, Adams, Scott and James.

(As it is important that every Independent Company should be posted at once upon the proposed Contract, and the discussion thereon, we print this, with Mr. Gamble's criticisms, at the first possible opportunity).

Mr. Gamble:—I wish to speak quite informally in opening this discussion and mention a few of the clauses of this Agreement which will particularly require the consideration of this Association, but before discussing the Agreement at all, I would like to congratulate this Association on the magnificent work you have done in the telephone business in Canada. The telephone situation to-day is so far improved from what it was some few years ago, that the position of the Bell Telephone Company is hardly recognizable. A few years ago the Bell Telephone Company had the monopoly of telephones in Canada; and they behaved in a way that monopolies often do—though I think they went beyond all bounds and did themselves thereby more harm than good. You all know that a few years ago the Bell Telephone Company would not give telephone service of a rural description at any price; that they would not give telephones unless they chose to give them; that they picked out the fat places and wherever they could make money, and, although they were a public utility, and had this monopoly, refused to give to anybody whom they chose, any telephone service whatever.

You with your energy and courage met that situation by establishing the rural telephone systems which were the first blow at the monopoly. Those systems were at a great disadvantage. They could connect up small groups, and they could then connect these small systems together in groups, but they could not get at the general public. And this is where I think that this Association has done such tremendously fine work. The result of your energy and courage and bull dog tenacity has been the Legislation that has been passed at Ottawa and in Ontario which has changed the whole outlook of telephone business in Canada. By the Legislation in Ottawa you can go to the Dominion Railway Board, and insist upon an Order connecting your Company with the long distance system of the Bell Telephone Company. That made an enormous difference, and placed the Bell at a tremendous disadvantage so far as their monopoly was concerned, and the result of the applications that the President has referred to, made for twelve or fourteen companies, was an Order being made in each case, giv-

ing those Companies the right to connect with the Bell Telephone Company's Long Distance Lines. It is a question whether the toll charge is a fair and reasonable toll. That was a pretty difficult thing to arrive at. Some of the Companies thought that a five cent toll would be sufficient where there was any rivalry between the Bell Telephone Company and the Independent Telephone Company, while I happen to know that some of the Board thought that thirty cents would be all right. Of course that would simply have been ridiculous, but they arrived at fifteen cents. I did think perhaps they would go as high as ten. The question of tolls will be decided, no doubt, at the expiration of the year, when the returns which the Board have called for of the Long Distance traffic are before the Board at the end of the year.

Now, I think it is a tremendous thing for this Association to have accomplished—the Legislation which has placed them in this position and broken forever the monopoly of the Bell Telephone Company in Canada. Now, for the fruits of this success. Did you ever before hear of the Bell Telephone Company proposing to submit an Agreement to anybody except itself, to ascertain whether it was fair or not? These things are changed, and the Bell Telephone Company submits an Agreement which, except for some clauses which I think unfair, is a very different proposition to what they would have dictated before we had the meeting before the Railway Board and got their Order for physical connection for Long Distance. I feel strongly about it. I do think this Association has done magnificent work.

Now, gentlemen, there are one or two clauses in the Agreement which I think ought to receive your attention.

Proposed Contract.

Whereas the parties consider that the interests of the public, and their interests, will be promoted by connecting together their respective telephone systems for the purpose of interchanging telephonic communications between the subscribers and other patrons of the Bell Company and its connecting companies, and the subscribers and other patrons of the Proprietor located outside the exchange limits of _____ and within the area prescribed by red line on the annexed map or print, which forms part of this agreement,

Now This Agreement Witnesseth.

That in consideration of the mutual promises and agreements made and entered into by the parties hereto, as hereinafter contained.

The Bell Company Agrees:

1. To an interchange of telephonic conversations and messages between the subscribers and other patrons of the Proprietor located within the area as defined herein and the subscribers and other patrons of the Bell Company and its connecting companies at the charges hereinafter provided for, and to furnish the necessary jack accommodation therefor on the existing switchboard in the Bell Company's Office at _____

You will notice that they give you your area and that the Bell Company agrees to interchange of telephonic messages from time to time, located within the area as defined. But if you look at Clause 25, this is absolutely unnecessary and improper. It is no business of the Bell Company where an Independent Company extends its lines. They have a perfect right to say "we will only give connection to a certain area," to the area defined in this Agreement, but it is contrary to law that they should limit any Company extending its lines anywhere.

The Proprietor Agrees:

2. To lease from the Bell Company, at the rental mentioned in Clause No. 20 herein, necessary metallic circuits on its existing pole routes from the Bell Company's Office at _____ to the corporate limits of said _____ so as to effect connection with the Proprietor System at that point. A minimum of subscribers per line shall be connected with each circuit so erected.

3. To pay the Bell Company a switching charge of _____ Dollars per annum, payable semi-annually in advance, for each telephone set connected with the System of the Proprietor, which amount shall entitle the subscriber thereof to local service to or from the subscribers of the Bell Company's Exchange at _____

This matter of toll will have to be worked out by you who know what tolls should be charged.

4. To maintain _____ lines and instruments in good working order and make all repairs thereto with reasonable dispatch.

5. Not to place _____ lines on poles or other attachments carrying electric light circuits of high potential character.

6. To place approved air gap lightning protection properly grounded, at the junction point where the lines of the Proprietor connect with the lines of the Bell Company.

7. That in the event of continuous service being established at _____ during the period of this contract, to pay the Bell Company the additional sum of _____ Dollars per annum for each telephone set connected with the Proprietor System, which charge shall be effective from date said service is furnished to the subscribers thereof.

Clauses 4, 5 and 6 appear to me to be reasonable, but clause 7 appears to be improper and unreasonable. It would enable the Bell to have a night service at the expense of the Rural Company.

8. To adopt the Bell Company's standard code signals for ringing subscribers on party lines.

9. To adopt and observe in the handling of interchanged telephonic communications the operating rules of the Bell Company, and for all communications passing over the Bell Company's lines or involving the equipment of the Bell Company require the subscribers and other patrons to observe such rules and regulations of the Bell Company.

10. To collect all tolls for communications interchanged under this contract as originating on the system of the Proprietor, account to and be responsible to the Bell Company therefor, and remit promptly to the Treasurer of the Bell Company at its office in Montreal any balance due it on receipt of account for such tolls so earned by it

These seem to be all right to me.

11. To supply, as the Bell Company may from time to time request, accurate detail information with respect to _____ pole routes and lines and the various points touched thereby, the location of toll stations, if any, within the territory herein defined, and also such information or data with respect to the telephone service furnished by _____ System to subscribers and other patrons within the territory as herein defined, as may be reasonably needed by the Bell Company in making proper directory listings and in compiling statistics of telephone service.

This seems all wrong. I think that all the Bell Company could reasonably require is that the Independent Company should furnish the names of subscribers and their addresses; but to agree to give them any other information in connection with the Company—as to stock, subscribers, etc., it seems to me that those are domestic matters belonging to local Companies and the Bell Company is not entitled to such information.

It is Mutually Agreed:

12. That the charge for each message or conversation transmitted between non-subscribers of the Proprietor _____

and subscribers of the Bell Company at also between non-subscribers of the Bell Company at and subscribers of the Proprietor System shall be such charge to be divided to the Bell Company and the balance to the Proprietor.

13. That the charge for each message or conversation transmitted between points on the System of the Proprietor and points on the System of the Bell Company other than shall be the established rates of the Bell Company, plus each party to retain its own charge.

14. That the Bell Company's representative at shall establish connections, time, and supervise all conversations, check duration of same and compute the charge accruing to each party.

15. That the Bell Company's representative at shall furnish monthly to the Proprietor, toll account in detail against each subscriber's station on the Proprietor System for amounts accruing to the Bell Company.

16. That a monthly summary of business interchanged shall be furnished by the Accounting Department of the Bell Company to the Proprietor represented by at when a settlement shall be made of the amount due either party.

I have looked over these and think there is nothing very objectionable about any of those. Clause 12, in regard to "division of charges", is a matter which rests with you.

17. That the Bell Company will publish without charge the names of the subscribers of the Proprietor in each issue of its Telephone Directory during the term of this agreement, the Proprietor agreeing to purchase from the Bell Company copies of each issue of such directory equal to seventy-five per cent. (75%) of the names of subscribers listed for the Proprietor at per book f. o. b. Montreal. The Proprietor shall furnish promptly upon request of the Bell Company a list of subscribers for publication previous to each issue, and shall in no way hold the Bell Company liable for any errors or omissions in the printing or listing of such subscribers.

This surely is not reasonable. Why should the Proprietor have to pay the Bell Company for Directories to the number of seventy-five per cent. of his subscribers? If the subscribers want these Directories they can buy them, but it seems a ridiculous proposition that they should have to pay for this seventy-five per cent. of each of the Bell Company's issue.

18. That neither party shall be liable to the other for any error in sending messages or for the failure of any conversation, whether it be the fault of any operator, agent or other person, or from any cause whatsoever, and that each party hereto shall alone be liable (if there be any liability) for any accident, damages, losses or costs, occurring or incurred at or on its lines or instruments.

19. That each party hereto reserves the right to refuse to interchange service with subscribers or other patrons in cases where the telephone equipment or lines are not in sufficiently good condition to provide commercial transmission.

20. That should the Proprietor desire to lease metallic circuits of iron wire on the Bell Company's pole routes during the term of this agreement, the Bell Company will furnish and maintain same, where practicable, at a rental of Two Dollar (\$2.00) per annum per circuit of one quarter mile or fraction thereof, payable semi-annually in advance from date of erection, such circuits when so erected to be and remain the property of the Bell Company.

These call for no special comment.
Section 20 I have spoken of before.

21. That in the event of either party to the present agreement making an assignment for the benefit of its Creditors or becoming bankrupt or insolvent, the other party may by simple notification in writing, cancel and annul the present contract, without prejudice to the right of such party to recover all sums of money which may at that time have become due to it under the terms hereof.

This seems an absolutely unfair proposition. A rural Company is just like any other commercial undertaking. Its franchise and privileges are its assets, and if it gets into difficulties, that one of its main assets should be cut off, seems absolutely unreasonable.

22. That in the event of other telephone systems connecting with the Bell Company at during the term of this contract, the Proprietor agree to pay the Bell Company a switching charge of Five Cents (5c.) for each completed connection originating at points on its system and switched to points on such other telephone systems in cases where a charge for such switching is not already provided for under the terms of this contract. It is understood that the foregoing charge shall not be interpreted to apply on calls between subscribers of the Proprietor System and subscribers of other telephone systems connecting with the Bell Company at on similar basis as Proprietor —the switching of such calls to be handled without charge to the Proprietor.

It strikes me, that there should be a reciprocal charge, that is to say, that if the Bell Company is going to charge you for being switched through to some Company not included in the original Agreement, that if such Company wants to get back on your lines, the Bell Company should pay to you a charge for that. This is a matter you can discuss.

23. The present contract is entered into subject to the approval of the Ontario Railway and Municipal Board, and shall have no force or effect until such approval is given. The Bell Company agrees to apply for an Order from the said Board granting such approval, but the Proprietor shall recoup the Bell Company for all charges or fees paid to the said Board on account of the issue of such Order.

I think it would be better that the Rural Company will recoup the Bell Company for the fee for the Order approving the Contract. With any other Company except the Bell Company, one would think that the Bell Company could pay half and the Rural Company pay half. The Bell Company evidently seems to think they should not pay anything at all. Yet this Agreement is really as much in the interest of the Bell Company as of those other Companies. You will notice it is not for Solicitor's charges or anything of that sort,—it is the mere fee for connection.

The President asked if the application for the Order went before the Board, and the Board did not feel like approving it, then the Bell Company or the other Company might apply for a Hearing? Then the Company might be charged up to \$45 for a Hearing.

Mr. Gamble:—That is so; I would limit it to the fee for the Order approving.

24. The present contract is entered into subject to the approval of the Board of Railway Commissioners for Canada, in so far as such approval may be necessary, and should the said Board refuse to approve of the present agreement, or of any of the charges or essential provisions thereof, either party will be entitled to cancel the present agreement upon giving to the other one month's notice thereof in writing.

I do not think this Clause is right. This Association may have to get Legislation to make perfectly clear the right of the Dominion Railway Board to regulate these contracts and the rates. They give the suggestion that the Dominion Board has nothing to do with it and contend that it is only Long Distance traffic that the Dominion Railway Board can make Orders about. If that is so, but I do not admit it is so, then it is just as well to have Legislation passed in Ottawa to make that right, and then if there is a doubt about it, add a special clause, making it perfectly clear that the Dominion Board has power to make the rates. In the meantime,

TENDERS WANTED

City of Quebec, P. Q.

NEW WATER SUPPLY SCHEME

PUBLIC NOTICE

is hereby given that sealed tenders addressed to the City Clerk, City Hall, Quebec, will be received up to noon on the 20th day of December, 1911, for the following:—

1. 44 and 40 inch diameter cast iron pipes, specials, valves, etc.
 2. 44 and 40 inch diameter steel pipes, specials, valves, etc.
 3. Loading and transporting from railway depot or wharves, Quebec, of all the pipes, valves, etc.
 4. Trenching, filling, laying and jointing of the whole pipe line.
 5. The tenderer may also tender for carrying out all the work comprised in Nos. 1, 3 and 4 "en bloc."
 6. The tenderer can also tender for carrying out all the work comprised in Nos. 2, 3 and 4 "en bloc."
- The pipes, etc., shall be delivered free on cars, or on the wharves, in the city. Earliest time on which delivery can be commenced and completed to be

stated in tender, also the time necessary for the completion of the contract.

Specifications and forms of tender can be obtained at the office of the undersigned, City Hall, Quebec, during the hours of nine a.m. and four p.m. on payment of two dollars (\$2), which sum will be refunded on receipt, in proper time, of a "bona fide" tender.

Tenders must be submitted on blank forms attached to the specification, and must be endorsed on the outside, with the name of the portion of the contract tendered for, and must be signed by two responsible parties as sureties for the whole fulfilment of the contract.

The tender will also contain an accepted cheque payable to the City Treasurer for the sum of five per cent. (5 p.c.) of the amount of the contract for numbers 1 and 2, and ten per cent. (10 p.c.) of contracts Nos. 3 and 4.

The City does not bind itself to accept the lowest or any tender, and the contractor shall pay the Corporation notaries their expenses for drawing up the contract, and a notarial copy thereof for official use.

By order,
T. A. Jardine Forrester,
Consulting Engineer, New Water Works.

City Hall,
Quebec, November 20th, 1911.

TOWN OF VIRDEN, Man.

ELECTRIC LIGHT PLANT.

The Mayor and Council of the Town of Virden are open to receive propositions for the installation and operation of an electric light and power plant within the limits of the town. Any information that may be required can be obtained from the undersigned.

J. F. C. MENLOVE,
Sec.-Treas.,
Town of Virden, Man.

CITY OF MOOSE JAW, Sask.

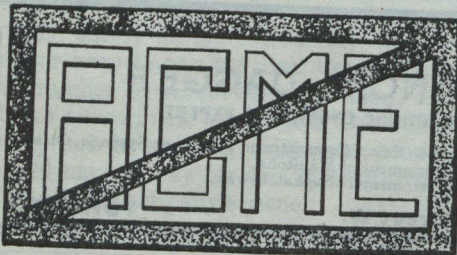
Sealed tenders will be received by the undersigned up to noon of Tuesday, December 12th, 1911, for supplying approximately one hundred thousand (100,000) lineal feet of steel water pipe, eighteen inches in diameter.

Specifications and all information may be obtained from the undersigned or at the office of Walter J. Francis & Co., Consulting Engineer, Montreal. Specifications may also be seen at the office of The Canadian Engineer, 62 Church Street, Toronto.

The right is reserved to accept or reject any or all tenders.

W. F. HEAL,
City Clerk.

Moose Jaw, Sask.,
November 21st, 1911.



STONE BREAKING MACHINERY

(Portable or Stationary)

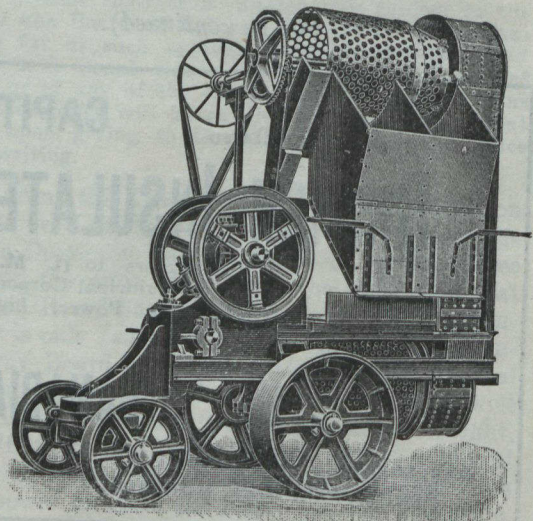
FOR MUNICIPALITIES

The breaker shown in cut is fed from an extra large platform, the broken stone passing into the lower screen, where the small and chippings are usually taken out. The remaining stone is **elevated to the upper screen**, where it is sorted and falls into the loading hopper. The rejections fall direct into the mouth of the breaker to be broken again, thus **no stone can escape** until it passes through the holes in the screens.

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Makers of the famous "M-C" Concrete Mixers for Canadian distribution.



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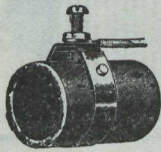
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Municipal Engineering, Sewers, Waterworks, Sewage, Railways and Concrete.

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Nos. 3 and 4 for Power Circuits

They can be attached in one minute. They are approved and the price is right.

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WINNIPEG, MAN.



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1911

The model work for Magistrates in every Province

HALF-CALF, \$6.50

The Carswell Company, Limited
TORONTO, Canada

CIVIC NOTES

EASTERN PROVINCES.

BRANTFORD, ONT. The City Council has been notified by the School Board that the new school in Holmeale to cost \$50,000, will be built next year whether the Council authorizes the issue of debentures or not; the Council will likely provide the money without taking a vote of the rate-payers.

FORT WILLIAM, ONT. It is expected that an iron and steel pipe factory will be located here shortly. — The corner stone of the new Y. M. C. A. has been laid with appropriate ceremonies; the building is to be of stone, brick and steel and is expected to be finished about July 1st.

GODERICH, ONT. As the town has outgrown its present hospital, the Board of the Alexandria and Marine Hospital will ask for a by-law to be submitted giving the Hospital Board \$15,000 to remodel and equip the building with the most modern and up-to-date wards and operating room.

GUELPH, ONT. The new pay-as-you-enter cars have arrived and been placed in service. — The Council has decided to submit a by-law to provide for the purchase of a new site for a fire hall to erect the latter and to install auto apparatus. — The Guelph Stove Company are compelled to enlarge their plant; they have stated their willingness to erect a factory near the junction provided the city purchases their present property.

HALIFAX, N. S. The memorial tower on the Northwest arm, in commemoration of the establishment of representative parliamentary institutions, which has been under construction for a year, is almost completed; it is hoped that the Duke of Connaught will dedicate it next Summer.

KINGSTON, ONT. The Hospital Board has decided to add another wing to the institution which is in need of enlargement. — The rate-payers have voted to guarantee \$100,000 bonds for a new hotel.

LONDON, ONT. There is much discussion about buying a garbage incinerator; which, it is said, would be practically self-sustaining, and could heat the hospital, which is close to the proposed site. — As a result of the recent disastrous fire, 500 men are out of work.

MAISONNEUVE, QUE. The building by-laws were amended to provide that in future private dwellings only would be allowed on Sherbrooke and Pie IX streets; factories, ice houses, garages, etc., will be prohibited; the houses have to be twelve feet from the sidewalks on these streets, the building to be two storeys high and the wall facing the street to be built of stone or pressed brick; the erection of stairs on the exterior of all houses, or shops is forbidden.

MONTREAL. According to various officials the census returns for the city are wrong; the assessment says 25,000 short. — A cheque for \$2,500 was received by the King Edward

Memorial, from Lord Stratheona, who warmly endorses the proposal to erect a statue. — Land has been purchased for an annex to the City Hall, which is far too small for the present business.

MONTREAL WEST, QUE. The council has decided to place arc lights at the principal corners.

NIAGARA FALLS, ONT. The Canadian branch of a Birmingham, Eng., firm manufacturing aluminum novelties is to be established here; temporary quarters have been opened in the Gay block.

NORTH TORONTO, ONT. All the streets south of Edlington Avenue are now lighted with Hydro-electric power. — The Council is having a struggle with the Radial Company and refuses to accept the ruling of the Ontario Railway and Municipal Board.

ORILLIA, ONT. The Provincial Government has bought a three hundred acre farm near here.

OTTAWA, ONT. The establishment of a 15,000-ton peat plant near here, will be followed by the closing down of the Government plant at Alfred, which was only opened to demonstrate the possibilities of compressed peat.

OWEN SOUND, ONT. A plan has been suggested, by which the town will build, own and operate six miles of electric railway, the initial cost being \$100,000.

PORT ARTHUR, ONT. The factory of a Canadian branch of the Pella Stacker Company will probably be located here. — The Utilities Committee has been working on a better system of lighting the city, with the result that several hundred lights will be erected as speedily as possible; each pole on the down town streets will have four lights attached, other streets will have two lights on each pole.

PORT COLBORNE, ONT. The cement plant is doubling its size, at a cost of \$700,000 and will employ 600 men. — The Cork works are making arrangements to greatly enlarge their plant and will double the number of employees. — It is expected that the Union Furnace Company of Buffalo will locate here very soon; they manufacture car wheels, etc., and will employ 200 men.

PORT HOPE, ONT. The Town Hall was destroyed in the recent serious fire.

QUEBEC, QUE. The C. N. R. has decided to commence the construction of the shops immediately. — The Provincial cabinet has decided to grant a subsidy of \$ 3,500 towards the erection of a Tuberculosis Hospital in this city. — It is reported that a commission with similar powers to the Ontario Hydro-Electric Commission, will be appointed in the near future.

SARNIA, ONT. An appeal has been made to the Town Council that measure be taken at once to supply the labour needed for the city's industries; workmen are scarcely obtainable at any price, and positions for four hundred men are going begging.



WESTERN PROVINCES.

AVONLEA, SASK. The Bank of Ottawa is opening a new branch here.

BRANDON, MAN. It is rumored that the C. N. R., G. T. P. and G. N. R. will have a joint terminal, using the nearly completed Canadian Northern station.

BROOKS, ALTA. A natural gas well has struck; the town will grant a franchise as soon as it is incorporated. — There are forty business firms, including two chartered banks, a weekly newspaper, and several department stores. — The fire hall and jail have been built together; the fire department is voluntary.

CALGARY, ALTA. — The new Connaught and Earl Grey Schools have been opened, and two cottage schools are being built to relieve the congestion. — The City Commissioners are contemplating the engagement of an official especially for the purpose of getting the assessment on all local improvements completed this year. — There is to be a home for convalescents that will work in connection with the hospital. — An American firm is negotiating for a site for a big hardware house. — A nine storey hotel is to be completed by the spring of 1913; this will be the latest link in the C. P. R., chain of hotels.

EBOURNE, B. C. The Royal Bank of Canada has opened a branch here.

HIGH RIVER, ALTA. Work on the new waterworks and sewage system will be commenced shortly. — The new Bank of Montreal building is just completed. — The Council is considering the use of sawdust as fuel for the electric lighting plant, owing to the coal shortage. — 2000 feet of concrete sidewalk have been laid in the west end of the town. — There is a growing feeling that the Government either ought to expropriate existing coal mines or else open up new ones.

INDIAN HEAD, SASK., A Canadian Club was formed here recently.

INNISFAIL, ALTA. The town is having a system of electric light installed. — The ladies' of the Town are instituting a branch of the Victoria Order of Nurses.

KERRISDALE, B. C. The Bank of British North America has opened a branch here.

LETHBRIDGE, ALTA. The city will have its own street railway system by next summer in time for the big Southern Alberta exhibition and the international dry farming congress; the cars will bear "municipal railway" signs.

MEDICINE HAT, ALTA. The citizens have decided to inaugurate an extensive publicity campaign to advertise the cheap power possessed by the city in its natural gas resources. — A big first-class theatre is to be built, with the latest ideas in electric wiring. — Five of the local industries have announced their intention of more than doubling their capacity in the spring; these industries include the

flour mill, the sash and door factory, the iron rolling mills, machine shops, and the Alberta Clay Products Company.

MELVILLE, SASK. The new General Hospital has been opened; it is owned by the municipality.

MINNEDOSA, MAN. Granolithic sidewalks have been laid on Main street; work on other streets is stopped till spring. — The C. P. R. has made improvements in the railway yards including a new coal dock; further work is to be done including a new bridge over the river, the enlarging of the round house and the laying of a double track east of the station.

MOOSE JAW, SASK. The Merchants Bank of Canada has opened a branch here. — The new water system from springs at Caron, twenty miles distant, is giving a good supply.

NEW WESTMINSTER, B. C. The Canadian Highway Association has been formed to promote a transcontinental highway from Halifax, N. S. to Alberni, B. C., and also to extend the Pacific highway north through British Columbia to Dawson City, making the longest highway in the world.

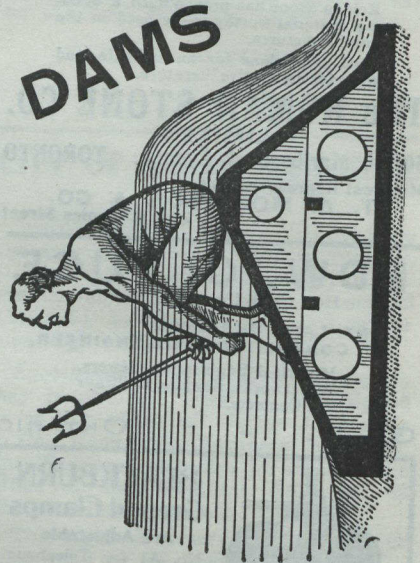
PRINCE ALBERT, SASK. The Board of Trade is sending a representative to the Old Country in January.

PRINCE RUPERT, B. C. The waterworks system is almost completed; half a million dollars has been spent on the sewer system, and a similar amount on street grading and rock cutting. — The manager of the G. T. P. Hotel department will arrange to erect a good Hotel.

ST. BONIFACE, MAN. A by-law for the establishment of a municipal gas plant is coming up at the civic elections. — It has been decided to allow the proposed by-laws for bridges to stand over until arrangements can be made with Winnipeg, the Dominion and the Provincial Governments, with a view to having all these bodies unite in building new bridges across the Red River.

SWIFT CURRENT, SASK. The installation of waterworks and sewerage and electric light systems is progressing favourably. — It is expected that the C. N. R. will build into the town next year.

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Chartered Accountant.

CIVIC NOTES.— Continued.

SHERBROOKE, QUE. Negotiations are under way for the opening of an iron plant here; the Finance Committee has reported favourably on giving the new industry a free site. — The new dam and power house, which are the property of the city, are nearly completed. — There is much discussion about adopting the Commission form of government.

STRATFORD, ONT. The City Council received a petition signed by 518 ratepayers asking that the number of licenses be reduced from sixteen to ten; there was a sufficient number of names and a by-law will be submitted at the municipal elections at New Year's.

ST. THOMAS, ONT. The Council passed a by-law to lessen the smoke nuisance by allowing mills, factories, and locomotives to emit black smoke only six minutes in each hour.

SYDNEY, N. S. The Council has decided to erect a new fire station and jail at Whitney Pier; the work will probably be commenced this year.

THREE RIVERS, QUE. An electric street car service is to be installed.

TORONTO, ONT. The Council has decided to submit to the ratepayers on January 1st the decision as to whether North Toronto shall come into the city. — The Duke of Connaught has consented to open the Exhibition next year. — The contract for the construction of the filtration plant at the Island has been completed and the citizens will soon be using filtered water. — A by-law for the construction of a tube railway will be submitted.

VERDUN, QUE. The Bank of British North America has opened a branch here.

WELLAND, ONT. Work on the new station for the Niagara, St. Catharines, and Toronto electric railway is well underway. — Arrangements are being made to build a large hotel here.

WINDSOR, ONT. Two new industries are opening Canadian branches here, the White Machine Works, and the Hupp Motor Car Company; by-laws to secure these industries were carried almost unanimously.

VANCOUVER, B. C. A branch establishment of a Canadian firm of saw manufacturers is starting here in a six story building. — The contractors who built the Empress hotel have been given the contract for a million dollar hotel here. — The City Council has approved of a by-law providing for a Commission form of civic government; on adoption, the new system will come into force a year from January; the amendments provide for four commissions at a salary of \$7,500 each, the Mayor's salary to be \$10,000. — It is probable that the street railway will be municipally owned at the end of the present franchise in 1921; the city solicitor has been instructed to prepare a charter amendment.

VIRDEN, MAN. Work on the new municipal hall is progressing rapidly and it is expected the building will be finished before the new year.

WINNIPEG, MAN. After being in operation for almost a century, the Hudson Bay Company is closing out its store at lower Fort Garry, and the old fort will be preserved as an historical landmark. — Instead of using short poles with a cluster of light, tall standards with two high candle-power lights will be used in the principal thoroughfares. — An illuminated archway, to cost \$10,000, at the curve on Main street almost in front of the City Hall, is proposed. — There is a rumour that the C. P. R. has bought several tracts of land near here, with the intention of establishing an industrial village; the new place will be known as North Transcona. — The water supply has been increased by a million and a half gallons per day when wells Nos. 8 and 9 were first used; No. 10 will add another three quarters of a million gallons daily; there is said to be a surplus of water equal to any emergency. — The C. N. R. has completed its plans for a \$2,000,000 hotel, near the new Union Station. — The Union Bank has given notice of an application to Parliament to empower the changing of the head office from Quebec to this city.

ST. LAMBERT, QUE. The valuation has been increased by \$788,000, and now stands at \$2,360,000.

KINGSTON, ONT. A by-law guaranteeing \$100,000 bonds for a new Hotel was carried by 1,450 to 297.

OTTAWA, ONT. The Board of Trade has started a campaign to create a Federal District, comprizing the cities of Ottawa and Hull, and adjacent districts, to be modeled somewhat on the lines of Washington, D. C.; the Government is to be by a paid commission, the majority elected by the citizens, the minority appointed by the Government.

ST. VITAL, MAN. The old Municipal Hall and site have been sold for \$5,200, as the building is now nearly completed.

HAMILTON, ONT. The supply of water is causing a good deal of concern and City Engineer McCallum and Mr. Willis Chipman, C. E., Toronto, as Consulting Engineer, are at work on the problem.

BRANDON, MAN. The Council will guarantee the Exhibition bonds up to \$50,000 for additional grounds; so the area will now be 112 acres. — The new C. N. Ry. is nearly ready. — The citizens gave 450 votes for a franchise to a company for a street car service against 176 for a municipal system.

NORTH BATTLEFORD, SASK. The North Battleford Manufacturing Company is increasing its capital and erecting a large factory, using the old building for a warehouse. — A limited company is buying property on which to erect a foundry and shops. — The rapid growth during the past year

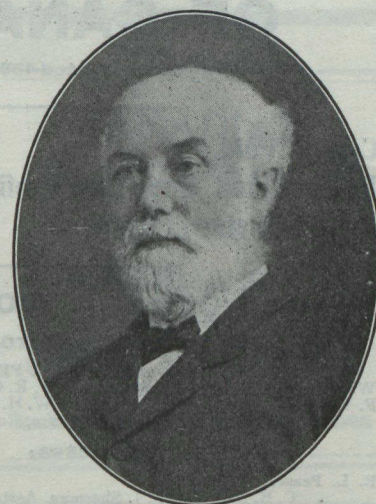
has necessitated the expenditure of a considerable sum for next year's extensions to the waterworks and sewerage systems. — Over two hundred new houses have been erected this year to date, the majority being on new streets, and requiring more mains. — The Town Council has passed estimates for \$89,000 to be expended on the extensions of the water and sewerage mains, and \$40,000 for cement sidewalks; in addition to this, the extension to the electric light plant, together with the additions to the Exhibition buildings, and the acquiring of the property for the Industrial spur will bring the estimates passed to \$175,000 for next year. This with the actual expenditure to date of \$216,000 for civic improvements proves that North Battleford has passed the experimental stage and can look forward with confidence to a far greater commercial and industrial growth in the future. — The Town Council has decided to include three more sections in the town boundaries, this will make the town a solid rectangular block three miles from east to west and two and a half miles from north to south.

PERSONAL.

Mr. William Robb, City Treasurer of Montreal for twenty years and in the city's employ for forty-seven, sent in his resignation recently. Mr. Robb is seventy-seven years of age.

Mr. W. A. Rothwell, of Calgary, has become publicity and industrial commissioner for Bassano, Alta.

Mayor S. White, of Cobalt, Ont., died recently.



MR. WILLIAM ROBB

Who is retiring from the position of City Treasurer of the City of Montreal, after forty-seven years in the service of the City, and twenty years as Treasurer. Mr. Robb's report for last year shows that his Cash Account was nearly sixteen million and a quarter dollars. He retires from civic service with the respect of everyone, and the esteem of those who knew him intimately, and we trust will enjoy for many years a well earned rest.

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P.Q. ENG. ONT.

AMULET, SASK., has sold \$2,000 6½ per cent., 15-year debentures, to Messrs. Nay and James.

BASSANO, ALTA. \$10,000 was raised within twenty-five hours for a publicity campaign. — \$5,000 6 per cent., 20-instalment school debentures have been sold to Messrs. G. A. Stimson and Company.

BELLEVILLE, ONT., has sold \$35,000 4½ per cent. debentures, due in 1941, to Messrs. Wood, Gundy and Company.

BROCK, SASK., has sold \$2,000 7 per cent., village improvement debentures, maturing in 1926 to Mr. T. R. Billet.

CHIPPEWA, ONT., has sold \$11,000, 5 per cent., 30-year debentures to the Ontario Securities Company, Limited.

ETOBICOKE TOWNSHIP, ONT. has sold \$18,000, 5 per cent., \$8,000 due in 1916; \$10,000 30 annual instalments to the National Finance Company, Limited.

FOAM LAKE, SASK., has sold \$1,000, 6 per cent., 15-year debentures to Messrs. Nay and James.

HEBERT, SASK., has sold \$3,500, 6 per cent., debentures to Messrs. Brent, Noxon and Company.

JASPER, ALTA., has sold \$10,000, 5½ per cent., 20 instalment school debentures to Messrs. G. A. Stimson and Company.

KERROBERT, SASK., has sold \$12,000, 4½ per cent., 15-year debentures, to Messrs. Nay and James.

LAURA, SASK., has sold \$1,200, 7 per cent., 15-year debentures to Messrs. Nay and James.

LONDON, ONT. The Mayor and Council are in favour of submitting a by-law providing \$10,000 for the purpose of attracting industries. — The ratepayers will vote on a by-law, for \$50,000 to provide storm sewers, at the election in January. — The City Council expects to finish this year with a surplus of \$20,000, much of the credit of which will be given to the water commissioners, as they will increase the amount promised to the city by at least \$10,000. — The Hospital Trust will not have an overdraft; they have kept well within their estimates in spite of the heavy expenditure occasioned by the scarlet fever epidemic. — The Board of Education will have a small surplus.

MARKINCH, SASK., has sold \$2,000, 6 per cent., 10-year debentures, to Messrs. Nay and James.

MEDICINE HAT, ALTA. A fund of \$12,000 has been raised for the publicity campaign. — \$102,000 5 per cent., 30-instalments debentures have been sold to the Canadian Debentures Corporation.

MOOSE JAW, SASK. Three by-laws totalling \$603,000 were passed by a majority of 503 to 43; they included \$500,000 debentures for water improvements; \$17,000 for fire apparatus and extensions and \$36,000 for cement sidewalks.

NORTH RED DEER, ALTA., has sold \$4,000, 5 per cent., 10-year debentures to Messrs. Nay and James. —

NORTH VANCOUVER, B. C. The by-law to raise \$100,000 for street improvements was carried by a majority of 79; the \$100,000 by-law for the extension of Keith road, west of Capilano was also carried.

ODESSA, SASK., has sold \$1,000, 7 per cent., 10-year debentures to Messrs. Nay and James.

SAULT STE. MARIE, ONT. The sum of \$7,500 is to be spent in purchasing the street car line, and in further construction. — The Parks Commission is asking for \$25,500 to provide for parks.

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INCORPORATED 1855

Authorized Capital \$10,000,000.

Paid Up Capital \$4,000,000. Reserve Fund \$4,732,000

DIRECTORS:

William H. Beatty, President; W. G. Gooderham, Vice-President; Robert Reford, D. Coulson, Hon. C. S. Hyman, Robert Meighen, William Stone, John Macdonald, A. E. Gooderham, Nicholas Bawlf, Robert Meighen.

DUNCAN COULSON, Gen. Man.; JOSEPH HENDERSON, Asst. Gen'l. Man.; THOMAS A. BIRD, Inspector.

BRANCHES:

Ontario	Copper Cliff	Oakville	Wallaceburg	St. Lambert
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Barrie	Elmvale	Parry Sound	Wyoming	Cartwright
Berlin	Galt	Peterboro		Pilot Mound
Bradford	Gananoque	Petrolia	Sask.	Portage la Prairie
Brantford	Hastings	Port Hope	Langenburg	
Brockville	Havelock	Freston	Wolseley	
Burford	Keene	St. Catharines	Yorkton	Quebec
Cardinal	London	Sarnia		Swan River
Cobourg	London East	Shelburne	Montreal	Winnipeg
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Coldwater	Millbrook	Sudbury	Maisonneuve	Vancouver
Collingwood	Newmarket	Thornbury	Gaspé	

SAVINGS DEPARTMENT AT ALL BRANCHES.

BANKERS. — London, England: The London City and Midland Bank Limited. — Germany: Dresdner Bank and Branches. — France: Credit Lyonnais. — United States of America: New York, N.Y., National Bank of Commerce; Chicago, Ill., First National Bank; St. Louis, Mo., National Bank of Commerce; Pittsburg, Pa., Keystone National Bank; Cleveland, Ohio, First National Bank and Central National Bank; Buffalo, N. Y., Manufacturers and Traders National Bank; Boston, Mass., National Bank of Commerce.

IMPERIAL BANK OF CANADA

Capital Authorized - - - - - \$10,000,000.00
 Capital, paid-up - - - - - 5,775,000.00
 Reserve Fund - - - - - 5,775,000.00

DIRECTORS:

D. E. WILKIE, President. Hon. E. JAFFRAY, Vice-Pres.
 Wm. Ramsay of Bowland, Elias Rogers, J. Kerr Osborne,
 Peleg Howland, Wm. Whyte, Winnipeg; Cawthra Mulock,
 Hon. Richard Turner, Quebec; Wm. Hamilton Merritt,
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Bolton	Niagara on the Lake		Calgary
Brantford	North Bay	Manitoba	Edmonton
Caledon East	Ottawa		Red Cliff
Cobalt	Palgrave	Brandon	Lethbridge
Cottam	Port Arthur	Portage la Prairie	Red Deer
Cochrane	Porcupine	Winnipeg	Strathcona
Elk Lake	Port Colborne		Wetaskiwin
Essex	Port Robinson	Saskatchewan	British Columbia
Fergus	Ridgeway		Arrowhead
Fonthill	Sault Ste. Marie	Balgonie	Chase
Fort William	South Woodsee	Broadview	Cranbrook
Galt	St. Catharines	Fort Qu'Appelle	Fernie
Hamilton	St. Thomas	Hague	Golden
Harrow	St. Davids	Moosejaw	Kamloops
Humberstone	Thessalon	North Battleford	Michel
Ingersoll	Toronto	Prince Albert	Moyle
Jordan	Welland	Regina	Nelson
Vineland	Woodstock	Rosthern	New Michel
Kenora		Saskatoon	Revelstoke
Listowel		Wilkie	Vancouver
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Interest allowed on Deposits at all Branches of the Bank throughout the DOMINION OF CANADA.

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THE BANK OF OTTAWA

ESTABLISHED 1874

HEAD OFFICE, - OTTAWA

Capital Authorized - \$5,000,000

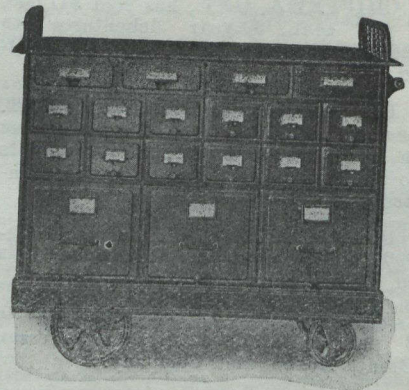
Capital Paid Up - - 3,500,000

Rest - - - - - 3,900,000

The Bank transacts every description of banking business and gives the most careful attention to any business entrusted to it.

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 THROUGHOUT THE DOMINION

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 Trucks
 For
 Municipal
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A STEEL Truck fitted with File Drawers to accommodate the records frequently referred to in the Registry and Municipal Office will effect a great saving in time, and will protect these papers against incipient fires, and will enable the Clerk, who removes the Truck to the Vault at night and brings it close to his desk in the morning for the day's work. The Truck illustrated was made especially to order for a Municipal Office.

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BANK OF MONTREAL.

The 94th Annual Statement of the Bank of Montreal shows the largest profits ever made, the amount being \$2,276,518, which is equal to nearly 153 per cent. in the paid-up capital of \$14,887,570. The balance from last year was \$961,789; premiums on new stock amounting to \$365,677 have been added to the profits, as well as \$3,400,000 from the adjustment of Bank Premises account; these, with the profits, make a total of \$7,003,985; this dividend of 10 per cent. has taken \$1,440,000; \$708,800 has been expended on Bank Premises; \$3,000,000 has been added to Rest Account, which now stands at \$15,000,000; and \$961,789 has been carried forward as a balance.

SASKATOON, SASK. The population is 20,000. — The commission form of civic government is working well. — Complaints that the census was not properly taken caused a fund to be started for a house to house canvass; bureaus for registering names have also been opened at the civic offices and at the Board of Trade. — Two 8-room schools are to be built at once.

SOUTH VANCOUVER, B. C. The question of incorporating as a city has been brought forward; the promoters of this movement feel that if it should be accomplished, it would practically kill the prospects of annexation with Vancouver for some years. — A site on Gambler Island has been chosen for a quarry. — The new municipal hall will be opened this month; it has cost \$16,000. — Seventy-six contracts for road work have been let since the beginning of the year, under appropriation by-laws for street improvement work within the municipality.

MONTREAL'S FINANCIAL AGENT.

"The bare statement that the city of Montreal has appointed the Bank of Montreal its financial agents covers a good deal more than might be thought at the first glance. The vice of municipal borrowing in Canada is the devotion paid to the loan tender system. Under these circumstances, the municipalities refuse to recognize any accredited financial agent, and prefer to receive tenders in the open market for any loan they may offer. It is argued that this system produces the cheapest price for their loans from the borrowers' point of view. At times when money is cheap and conditions for loan-issuing are favorable, this view may be justified, but conditions are not always favorable, and then the fact that a municipality has no particular financial agents places it in rather a difficulty. In the middle of last month the city of Montreal wished to raise an important loan and asked for tenders for the same. The Morocco crisis rendered such an operation difficult, and, consequently, not a tender was offered to the municipality. In fact, no one had any reason to specially look after the affairs of the corporation, and as a result no one would strain a point to assist its finances. Taking warning from this experience, the municipal council have done the right thing. The Bank of Montreal, which has been its bankers for nearly a century, have now been appointed financial agents, and, therefore, that important bank will have an active voice in the decision as to what form of borrowing shall be conducted by the municipality in order to raise the funds necessary for its various schemes."—Financial Times, London, Eng.

SOUTH BATTLEFORD, SASK. The Council has decided to submit a supplementary by-law for \$100,000 for waterworks and sewers.

ST. BONIFACE, MAN. Three money by-laws are to be submitted at the coming civic elections which will amount over \$700,000; \$300,000 for waterworks to meet the present liabilities, to keep the city supplied with a sufficient quantity of water and to instal up-to-date machinery; \$200,000 for school purposes; and \$200,000 for the establishment of a municipal gas plant.

ST. VITAL, MAN. The by-law to raise \$10,000, for the Glenwood School District, with which to make the final payments, was passed by a majority of 28.

SYDNEY, N. S., has sold \$28,000, 4½ per cent., 30-year, bridge, school, and water, debentures, to Messrs. G. A. Stimson and Company.

VEGREVILLE, SASK., has sold \$6,000, 6 per cent., 40-year debentures to Messrs. Nay and James.

CANADA SECURITIES CORPORATION LIMITED

MUNICIPAL and INDUSTRIAL
BONDS and DEBENTURES

Head Office: 179 St. James St.,
MONTREAL

STRATHMORE, ALTA. A beet sugar factory, costing \$1,000,000, is being erected and will soon be complete.

ST. VITAL, MAN. The Council has undertaken considerable road improvement work. — Plans have been prepared for a Town Hall which will cost about \$10,000.

WEST POINT GREY, B. C. The water supply is to be obtained from the reservoir on Whitehead Road, the pressure from the reservoir in Stanley Park not being sufficient.

BURNABY, B.C. The Clerk writes us that the tax rate for 1911, including the tax necessary to meet the over expenditure for 1910, is 10 mills on improved land and 21 mills on unimproved land; the assessment has increased from \$1,663,685 in 1908 to \$18,520,414 in 1911.

DEBENTURES OR SALE

NORTH TORONTO, Ont.

Sealed tenders for the purchase of the following debentures will be received by the undersigned up till 12 o'clock noon on Saturday, 9th day of December, 1911:—

By-Law No. 1292.—Towards opening of Road through Mount Pleasant Cemetery; \$25,000; 20 years; 4½ per cent.

By-Law No. 1293.—Extension of two parallel streets; \$20,000; 20 years; 4½ per cent.

Coupons attached for interest, payable half-yearly, and a portion of the principal yearly (making altogether twenty equal annual instalments), at the Imperial Bank, Davisville Branch.

All tenders must allow accrued interest at 4½ per cent. per annum, to the date of delivery of debentures and receipts of purchase money.

Debentures to date from 1st December, 1911.

The lowest, or any tender not necessarily accepted.

HY. E. STEVENSON,
Treasurer.

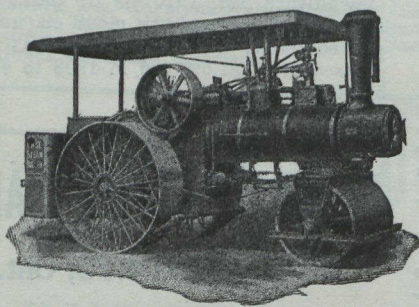
Town of North Toronto, Ont.
November 23rd., 1911.

SALES OF BONDS FROM 20TH Nov. TO 18TH Dec.

PLACE	Population	Assessed Value	Debtenture Debt.	Sinking Fund	SALES				PURCHASER
					Amount	Time	Interest	Object	
Ingersoll, Ont.	.....	.....	.....	.....	\$25,000	30	4½	.....	Dom. Securities Corp.
do	.....	.....	.....	.....	7,500	20	4½	.....
Belleville, Ont.	.....	.....	.....	.....	35,000	30	4½	.....	do
Kelowna, B.C.	.....	.....	.....	.....	27,000	5, 20, 25	4½	.....	Wood, Gundy & Co.
Etobicoke Twp., Ont.	.....	.....	.....	.....	10,000	30 inst.	5	.....	National Finance Co.
do	.....	.....	.....	.....	8,000	5	5	.....	do
Battle River R. M., Sask.	.....	.....	.....	.....	3,000	20	5	.....	do
Bracebridge, Ont.	.....	.....	.....	.....	16,000	20 inst.	5	.....	do
Minnedosa, Man.	.....	.....	.....	.....	4,000	30	5	L. I., etc.	do
Portage la Prairie, Man.	7,000	\$4,052,746	\$308,380	\$37,620	110,000	30	5	.....	do
Chippewa, Ont.	760	168,495	15,252	.....	11,000	30	5	Elec. Light	Ont. Securities Co., Ltd.
Cornwall, Ont.	5,300	1,275,000	88,093	.....	5,025	30	5	Pub. School	do
Govan, Sask.	500	336,540	23,000	.....	5,000	20	5	Drainage	do
Cornwall, Ont.	.....	.....	.....	.....	5,000	15	6	Fire Protection	do
Hastings, Ont.	.....	.....	.....	.....	6,000	20	5	.....	do
Wainwright, Man.	.....	.....	.....	.....	35,000	20 inst.	5½	.....	R. Walker
Collingwood, Ont.	.....	.....	.....	.....	96,000	20 & 30 inst.	4½	.....	H. O'Hara & Co.
*Sydney, N.S.	16,000	6,000,000	534,000	141,000	28,000	30	4½	.....	do
Vegreville, Alta.	.....	.....	.....	.....	6,000	40	6	B. S. & W. W.	G. A. Stimson & Co.
Herbert, Sask.	.....	.....	.....	.....	3,500	40	6	.....	Nay & James
Kerrobek, Sask.	.....	.....	.....	.....	12,000	15	4½	.....	do
N. Red Deer, Alta.	.....	.....	.....	.....	4,000	10	5	.....	do
Collingwood, Ont.	8,000	36,000,000	98,246	.....	96,900	20 & 30 inst.	4½	Different	do
School Bonds —									
Bassano, S.D., Alta.	1,100	480,000	15,000	.....	5,000	20 inst.	6	School	G. A. Stimson & Co.
Jasper Place, S.D., Alta.	.....	.....	.....	.....	10,000	.....	.....	.....	do
Shellrood, S.D., Sask.	.....	.....	.....	.....	7,000	20	6	B. S. & W. W.	C. H. Burgess & Co.
Lethbridge, S. D., Alta.	.....	.....	.....	.....	15,000	10 & 30	5	.....	Dom. Securities Corp.
Innisfail, S.D., Alta.	.....	.....	.....	.....	3,500	20	5	.....	C. H. Burgess & Co.
Medicine Hat, S.D., Alta.	.....	.....	.....	.....	102,000	30	5	.....	Can. Debentures Corp.
Ahuntsic, S.C., Que.	.....	.....	.....	.....	25,000	.....	5	.....	Can. Investment Co.

* This purchase of Sydney bonds makes a total purchase of \$223,000 purchased by this firm recently.

Guaranteed to do All or Anything that can be done by Any Other Make or Design of 10-Ton Road Roller



CASE 8 1/4 x 10 Inch Cylinder 10-Ton Road Roller

Time Price, 10-Ton, with Simple Cylinder, \$2,200
with Compound Cylinder, \$2,300

Free on Board Cars at the Factory

Six per cent. discount for cash.

Send for Road Roller Catalog 19 and General Purpose Engine Catalog 18

We also sell the well known line of Troy Dump Wagons and Dump Boxes.

Address: ROAD MACHINERY DEPARTMENT

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London Standard Drum Batch Concrete Mixer

WE CAN SAVE YOU MONEY { On the First cost of machine,
On cost of Maintenance,
On cost of producing concrete.

The very latest ideas and improved plans of construction are embodied in this machine. Contractors, it will be well worth your while to write for full particulars. This machine is manufactured in several sizes and with every equipment desired. Let us tell you all about it. State capacity required when writing.

We also manufacture the now Famous London Automatic Batch Mixers Nos. 1 and 2, Face-down Concrete Block Machines, Cement Brick Machines, Power and Hand Cement Drain Tile Machines, Concrete Silo Curbs, Sill and Lintel Molds, Ornamental Molds Cement Working Tools and a full line of Concrete Machinery.

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19 MARMORA ST., LONDON, CANADA.

We are the largest Manufacturers of Concrete Machinery in Canada.

Branch:—Foss & Hill Machinery Co., 329 St. James St., Montreal, Que.

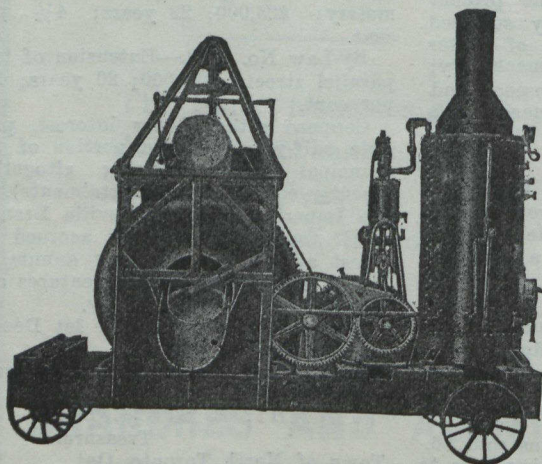
“ Hamilton Machinery Co., 609 8th Ave. West, Calgary, Alta.

“ Geo. B. Oland & Co., 28 Bedford Row, Halifax, N. S.

“ A. G. Brown & Co., 1048 Westminister Ave., Vancouver, B. C.

“ Hamilton Machinery Co., Ltd., 52 1/2 Princess St., Winnipeg, Man.

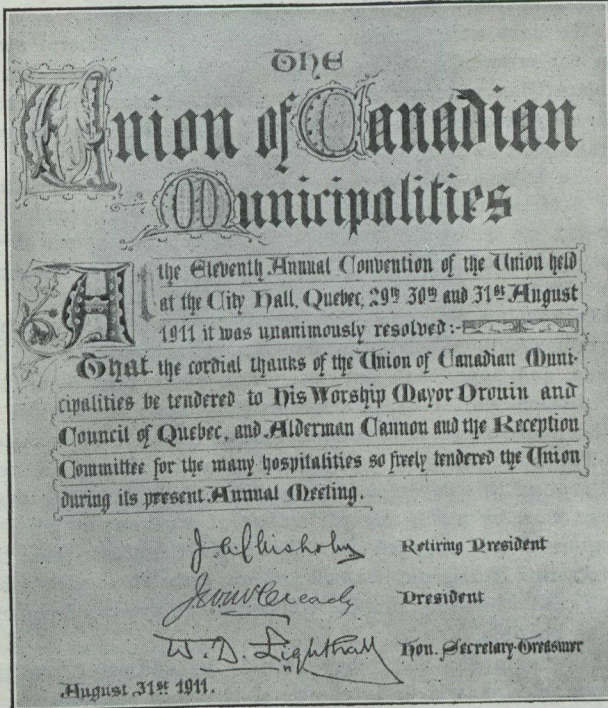
“ The London U. K. Concrete Machinery Co., 1 and 2 Birbeck Bank Chmbrs., London, England.



MUNICIPAL IMPROVEMENT

The Building-up and Beautifying of Canadian Towns

The U. C. M. and Quebec



The cut shows the illuminated address presented by the Union of Canadian Municipalities to the City of Quebec as a *memento* of the Convention of this year.

Sherbrooke, Que.

The Board of Trade of the City of Sherbrooke, Que., has taken up the question of Civic Government, and has aroused great interest among the citizens. The Board invited the Editor of the Journal to give an address on the subject, and a large number of the members gathered at the lunch table to hear what had already been done in Canada. For the speaker pointed out that the reasons for the Commission form being so widely adopted in the United States did not apply in Canada; nor did it seem wise, in his opinion, to abolish the Council, but rather to follow the Board of Control system as practised in Toronto, Winnipeg, Montreal, etc., or the so-called Commission plan of Edmonton, Alta.

At a Committee meeting to formulate a plan, a novel suggestion was made by Mr. E. Wynn Farwell, President of the Board; the plan being to elect in addition to the Mayor and Council, a City Manager, to whom a good salary would be paid, who would act between the Council and the heads of the various departments. This is rather along German lines, the Burgomeister answering in some degree to the City Manager.

The Committee, however, favored a plan on the lines of a Board of Control, modified to meet the finances of a small city, and with the provision that as the city grew, the salaries would increase, thus offering a direct inducement to the building up of the City.

It was encouraging to find such deep interest in the best way of governing such a bright and enterprising City.

Traffic Congestion in Toronto

Personal observation in Toronto reveals two unfortunate conditions. The service given by the Street Railway Company is thoroughly bad. Leaving the exceptionally fine service of the C. P. Ry. at North Toronto, one had to wait a considerable time for a street car, which could not absorb all the waiting crowd, though packed full and with men hanging to the steps. The cars are jammed full of passengers, and through this mass, the conductor forces his way with his box. The only remedy seems to be lynch law on the Directors—not hanging; that is too good. Simply to decoy them, their wives and daughters, from their automobiles for a few evenings; place them in the centre of an up town car; and then make them squirm for a ticket when the conductor squeezes the already solid mass of humanity. The manager of the Company is held responsible generally, but the Directors are at least equally to blame in securing fat dividends by sacrificing the comfort of their customers.

The second self evident condition is the congested condition of the main streets; and the plan and practice of the City are largely responsible. Yonge Street is emphatically the main street, actually almost the only one for business purposes running north from the business heart of the City; and Yonge Street is far too narrow for its popularity. It is unfortunate that there are not parallel streets that run through, at least to Bloor Victoria Street ought to be continued, and used for a car line. Of course what would really solve the whole situation would be the cutting of diagonal streets, and that will come. Another solution would be to acquire property between Yonge and Victoria Streets on the other sides of both throw the two streets into one wide boulevard; and then sell the fronting property. This is the plan adopted in making the Kings Way in London, and it cost nothing in the end.

School Playgrounds

In the London, Eng., Times, Mrs. Humphrey Ward gives a most interesting account of the result of utilizing the school yards as playgrounds during the holidays by the Play Cent Committee, the London County Council having cordially co-operated with the movement. Fifty playgrounds, in different sections were organized in 26 schools yards each with a qualified superintendent, with a drill or gymnastic certificate. The Police were called on to give their friendly services, in case the entrances were congested, and gave kindly and wise help, as London policemen always do. That their aid was necessary was seen in the popularity of the playgrounds in the more congested districts, one superintendent stating that he let in 400 boys, while the streets outside seemed blocked with them even after this. One surprise seems to have been the good conduct of both boys and girls, and their loyal obedience to the few rules. The attendance was over 100,000 in the first week. Mrs. Ward estimates that the cost of each attendance was a trifle above one cent.—a small expense for the incalculable good obtained in health, discipline, and morality.

Engineers—And

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 MECHANICAL STEAM ELECTRIC HYDRAULIC
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 Phone L 504

Since the inception of The Canadian Municipal Journal eight years ago, we have realized the important part played in municipal affairs by members of the engineering profession — those associated with municipalities and their works in every way.

We have at all times endeavoured to give liberal space in our crowded columns to news of the profession—not in competition with any engineering paper—but as making this, the only record of municipal activities, more complete in general and in this department.

We have endeavoured to lead the way in our directory of professional cards, and have reason to be proud, for to-day we believe it is absolutely the most complete directory published, and certainly the make-up displays the cards to advantage.

In keeping with the other recent changes, we have made arrangements to run this department as outlined in this issue, and hope that our friends in every branch of the profession will think of us when any news of interest to other professional men and our readers comes to their notice.

The advertising a professional man is allowed is very little, and this department is particularly arranged to overcome this, by publishing particulars of what our progressive engineers are engaged in. We hope therefore that the profession throughout Canada, those associated with work in Canada, in every branch, will appear in type as frequently as possible.

(Photographs and copy should be addressed to the Assist. Editor, who is in charge of this new section.)

* * * * *

The many friends of Colonel Ruttan, C. E., City Engineer of Winnipeg, Man., will be sorry to learn that ill-health is the cause of extended leave of absence, and will hope that his proposed trip to Europe will restore him fully to health and strength. At the request of the Winnipeg Board of Control, he has agreed to make a study of sewage plants in Europe, and to report upon them and their results as applicable to Winnipeg.

* * * * *

The municipality of Drummondville, Que., is asking for tenders for a generator, waterwheel, dynamo and switchboard. Mr. De Gaspé Beaubien, Montreal, is the Electrical Engineer in charge.

* * * * *

MOOSE JAW, Sask., WATER SUPPLY

The citizens have approved passage of a by-law for \$550,000 for improvements to the municipal water supply.

The source of supply for this new system is Sandy Creek, a stream about twenty miles west of Moose Jaw, near the Town of Caron.

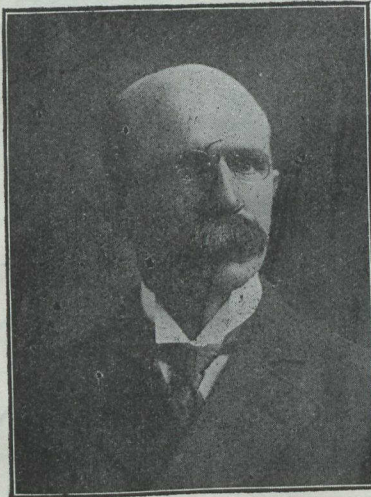
The water will be led to a central well by means of an infiltration gallery and also by a series of driven wells. From here it will be pumped to a reservoir overlooking the valley and plains, flowing by gravity to Moose Jaw through an eighteen inch coated steel pipe to a distributing reservoir.

A steel tank erected on a tower and an electrically driven pumping station near the distributing reservoir will supply the city mains and maintain a good pressure.

Operations at the head works are being carried on by day labour under the direct supervision of Walter J. Francis, C.E. and Frederick B. Brown, M. Sc., the members of the firm of Walter J. Francis & Company, Montreal, Consulting Engineers for the City of Moose Jaw.

Tenders will be called shortly for the necessarily large amount of steel piping, pumping machinery, etc., required for such an immense undertaking.

what they are doing



Mr. C. H. Rust, C. E.,
City Engineer, Toronto, Ont.

Among city engineers throughout Canada Mr. C. H. Rust stands preeminently to the fore in the office he holds as President of the Canadian Society of Civil Engineers.

Mr. Rust is not one of those few who reach success by chance, but from the time of his schooling in England where he secured scholarships, it has been his object to succeed by mastering each little obstruction in the way of success.

From the short interval on the arrival of Mr. Rust from England in 1872 to the time he entered the service of the corporation of Toronto, as a rod man in 1877, we know little, but from this time he has steadily climbed the ladder to success. In 1892, Mr. Rust was assistant City Engineer of Toronto, a position he filled so successfully that in 1898 he received the appointment of City Engineer on the resignation of Mr. Keating.

During the past thirteen years that Mr. Rust has filled the position enough has been said and written to remove doubts in the minds of anybody as to his qualifications.

Despite the fact that Mr. Rust is an extremely busy man and follows his profession with untiring interest and zeal, he has made time to take an active part in the affairs of the Canadian Society of Civil Engineers and several other Societies.

In 1887 Mr. Rust's work was appreciated by his election to the Council of the Canadian Society of Civil Engineers and in 1891 he was elected Vice-President and is now President. In 1902-3 Mr. Rust was elected President of the American Society of Municipal Improvements. He is also a member of American Society of Civil Engineers, American Water Works Association and in connection with the American Society of Municipal Improvements, he is Chairman of the Committee on Standard Specifications for Pavements.

It would require considerable space to give even a small idea of the various works that Mr. Rust has carried out with the \$25,000,000 spent under his supervision during his tenure of office as City Engineer of the "Queen City". It is in some measure at least through him that Toronto has become known as "The Queen City" and when Mr. Rust has completed the present plans for elevated railway tracks, and an underground system of tubes (let us hope the mode of ventilation will be on the pressure and suction system adopted in London and not on the fan system of New York), the water filtration plant, and the sewage purification plant; as well as the almost innumerable plans and improvements incident to one of Canada's largest municipalities, Toronto will be an example of a well conducted municipality, and we as Canadians will not look to the South for an example but rather to "The Queen City".

CHARLES H. KEEFER, C.E.,
Consulting Engineer

THOS. C. KEEFER, JR.,
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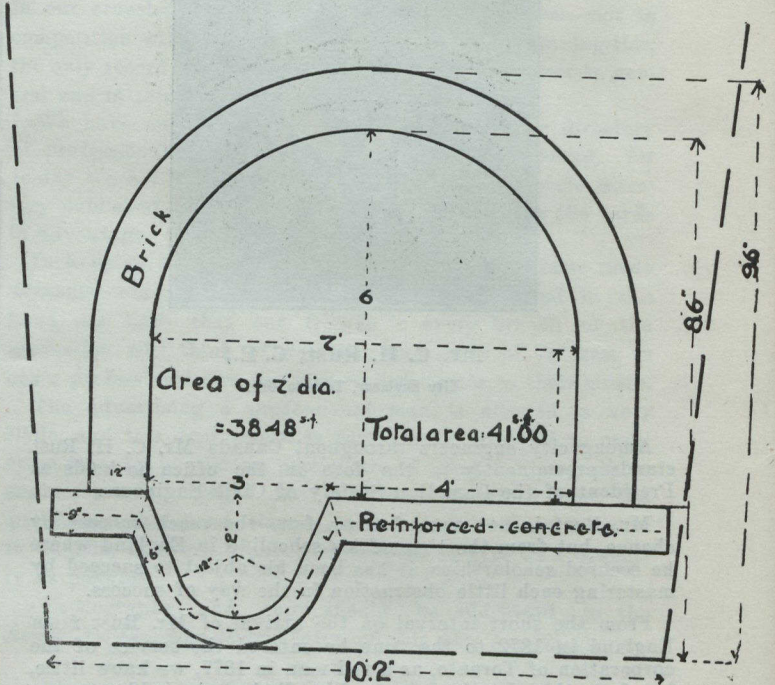
31, 32, 33, 34 WILLIAMS BUILDING, VANCOUVER, B. C.

Engineers—And

COMBINATION SEWERS IN MONTREAL.

The wisdom of the Board of Control of Montreal in appointing Mr. George Janin, C. E., to the position of City Engineer is seen in the sewer work now being constructed.

Mr. Janin was early trained in France and though having been in Canada for more than nineteen years he is introducing the matured idea of the foremost engineers in the old world for use in Montreal.



The above cut is almost an exact reproduction of the famous sewers, that we hear of tourists driving through in Paris. It is of the combination type, provision for the water-mains being on the flat runway to the right, the pipes being supported on either brick or cast iron stands.

* * * * *

The Canadian Locomotive Works at Kingston are installing an addition to their power plant. This will consist of 2 Bellis and Moreom engines which will be erected under the supervision of Messrs. Laurie & Lamb, Consulting and Contracting Engineers, who are the agents.

* * * * *

SEWAGE DISPOSAL WORKS AT NORTH TORONTO, ONT.

The new system which is being installed for the disposal of sewage will cost a total of \$250,000, of modern type, consisting of three distinct processes of purification, viz:—

- Removal of all solids;
- Removal of tendency to putrescibility; and
- Removal of all sewage bacteria or "pathogenity".

The removal of putrescibility will be accomplished by which the flowing liquid sewage will be separated from all contact with the collected sludge.

The Removal of putrescibility will be accomplished by means of circular clinker filters, the liquid sewage being fed by revolving sprinklers.

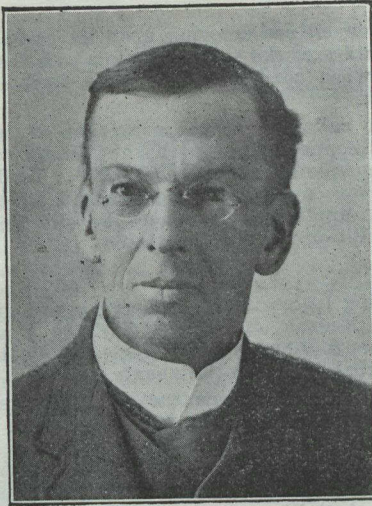
The bacteria will be destroyed by apparatus supplying calcium hypochlorite to the final filtered effluents.

All the work in connection with the plant will be frost proof.

The system was designed and is being erected under the direct supervision of Mr. T. Aird Murray, C. E., of Toronto.

The automatic mechanical apparatus for distributing the liquid over the filters will be supplied by Messrs. Adams & Co. of Great Britain. This apparatus is known as the Crescent revolving distributor.

what they are doing



MR. WILLIS CHIPMAN, B. A. Sc., M. Can. Soc. C. E.
of the firm of Chipman and Power,
Civil Engineers, Toronto, Ont.

Canada is justly proud of the Engineering Profession whose members have accomplished much in bringing this country to the splendid position it now occupies.

Among the older engineers whose work stands as a monument to their ability we could find many, but an example at hand is Mr. Willis Chipman.

Mr. Chipman has a record of length and experience extending across the entire continent, and as he is native born we are more than proud of his work as a Canadian, born in Leeds County, Ontario.

Mr. Chipman's experiences from the time of taking his degree with honours at McGill in 1876 have been varied and interesting, and those in connection with the Provincial and Dominion Governments, and the Ship Channel between Montreal and Quebec, form a chapter by themselves. The various works in connection with municipalities that Mr. Chipman has undertaken are very numerous and extends across Canada. Among the most important are to be found:

Barrie, Ont., Berlin, Ont., Belleville, Ont., Braceridge, Ont., Brampton, Ont., Brantford, Ont., Bridgeburg, Ont., Brockville, Ont., Burlington, Ont., Calgary, Alta., Campbellton, N.B., Chapleau, Ont., Cornwall, Ont., Clinton, Ont., Dalhousie, N.B., Dauphin, Man., Dundas, Ont., Dunnville, Ont., Edmonton, Alta., Estevan, Sask., Fort William, Ont., Fredericton, N.B., Galt, Ont., Gananoque, Ont., Goderich, Ont., Grimsby, Ont., Guelph, Ont., Hamilton, Ont., Halifax, N.S., Iroquois, Ont., Kamloops, B. C., Lethbridge, Alta., Lindsay, Ont., London, Ont., MacLeod, Alta., Midland, Ont., Moncton, N.B., Moose Jaw, Sask., Moosomin, Sask., Morrisburg, Ont., Neepawa, Man., Newcastle, N.B., New Westminster, B. C., New Liskeard, Ont., Niagara Falls, Ont., North Bay, Ont., North Battleford, Sask., Oakville, Ont., Orangeville, Ont., Orillia, Ont., Oshawa, Ont., Owen Sound, Ont., Pembroke, Ont., Peterboro, Ont., Petrolia, Ont., Picton, Ont., Pictou, N.S., Port Arthur, Ont., Portage la Prairie, Man., Port Elgin, Ont., Port Hope, Ont., Prescott, Ont., Prince Albert, Sask., Renfrew, Ont., Saskatoon, Sask., Sault Ste. Marie, Ont., Sherbrooke, P. Q., Simcoe, Ont., Smiths Falls, Ont., Steelton, Ont., St. Marys, Ont., Stratford, Ont., Strathcona, Alta., Strathroy, Ont., Sturgeon Falls, Ont., Sudbury, Ont., Thorold, Ont., Toronto, Ont., Toronto Junction, Ont., Victoria, B. C., Welland, Ont., Weyburn, Sask., Windsor, Ont., Yorkton, Sask.

Although a busy engineer, Mr. Chipman has given up his time to other objects and we are indebted to him for a modern code of by-laws respecting plumbing, which were first adopted by Brockville, and afterwards by many other towns. The uniform frontage system of assessment was, we believe, introduced by Mr. Chipman in Ontario and in Edmonton.

Credit is also due to Mr. Chipman for his efforts to organize the Ontario Land Surveyors Association and the Engineers' Club in Toronto. He is a past President of the former body and is First Vice-President of the latter.

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Engineers—And what they are doing

QUEBEC GOING AHEAD.

The City Council are entering upon an extensive plan to improve, the waterworks system, streets and the fire department, which when completed will place Quebec among our foremost cities.

Tenders are called for a large amount of cast iron and steel pipes in connection with the new waterworks system. which when completed will cost \$750,000. Tenders are also called for a large amount of street macadamizing, etc., and the necessary appliances to place the fire department in first class condition for fire fighting.

* * * * *

An interesting little circular is being issued giving particulars of the Heenan & Froude Garbage Destructors, by Messrs. Laurie & Lamb, Consulting and Contracting Engineers, Montreal, who are the agents.

They have in hand the construction of Heenan & Froude Destructors in Ottawa, Calgary and Moose Jaw.

* * * * *

The Martin Bennett Asbestos Mines, Limited, at Thetford Mines, Que., is installing a new power plant, which is under the supervision of Messrs. Laurie & Lamb, Consulting and Contracting Engineers, Montreal.

* * * * *

Mr. C. R. Young, B. A. Sc., A. M. Can. Soc. C. E., Lecturer in Structural Engineering in the University of Toronto, and late of Messrs. Barber and Young, Structural Engineers, has opened an office as Consulting Structural Engineer at 318 Continental Life Building, Toronto. Mr. Young will give special attention to reviews of designs and specifications, reports on old or overloaded structures and the investigation of failures or defective work in bridges and buildings.

* * * * *

Mr. C. E. Cartwright, C. E., Consulting Civil Engineer, Vancouver, B. C., has taken Mr. Matheson into partnership. The firm's name will now read, Cartwright, Matheson & Co.



Mr. H. B. and Mrs. L. A. Dunnington-Grubb after an extensive tour across Canada during which they spent some considerable time in every important commercial centre studying civic conditions have now opened an office in Toronto as landscape architects and experts on all matters relating to real estate and suburban development, civic art and town planning. They will practice in conjunction with Mr. Thomas H. Mawson, Hon. A. R. I. B. A., the well known British expert who is at present lecturing in the U. S. A. and Canada on town planning and civic improvement.

* * * * *

The Canadian Northern Railway Co. has engaged Mr. Frederick G. Todd, Landscape Architect, Montreal, to design a plan and lay out the first block of land between Outremont and the Back River, on the Island of Montreal. It is intended that this should be a model municipality, and as the area is three thousand acres, sloping down to the River, there is every opportunity for such an ideally situated municipality. Mr. Todd has nearly completed the plans for Port Mann, B. C., for the same Company.

* * * * *

Mr. Llewelyn C. Edwards, who has been associated with architecture and draughting in Great Britain for some time has just opened up an office at 32 St. Sulpice Street, Montreal, as an independent draughtsman.

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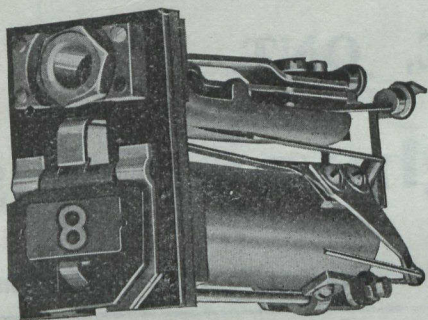
Equipment and Engineering

Interesting Notes on the latest Municipal and Telephone Appliances.

Kellogg Notes

Until recently practically all plug switches were operated automatically by the cord weight when the plug was in place. It has been found by long experience that plug switches constructed according to this general practice have weak contacts, and require a considerable amount of spring adjustment and attention.

The Kellogg Switchboard and Supply Co. have recently designed a new plug switch which differs very materially from the type previously used. When plug is returned to its seat, it is necessary for the operator to force it in place in order to operate the plug switch springs. This method of operating makes it possible to use stiff springs, and hence, as platinum is used, the contact obtained is as reliable as that of a switchboard key.



This plug switch is mounted in a vertical position, thus making it practically impossible for dust to collect on the contacts. As it occupies very little space, almost as many plug switches with associated plugs can be mounted upon a plug shelf as is possible when plugs with ordinary plug seats are used.

When a plug is forced into the plug switch, the sleeve of the plug makes contact with a metal roller, which in turn operates a small lever and closes or opens the plug switch contacts, depending upon the spring combination of the plug switch used.

Your request for prices and any further information will be given prompt attention by the addressing the Kellogg Co.



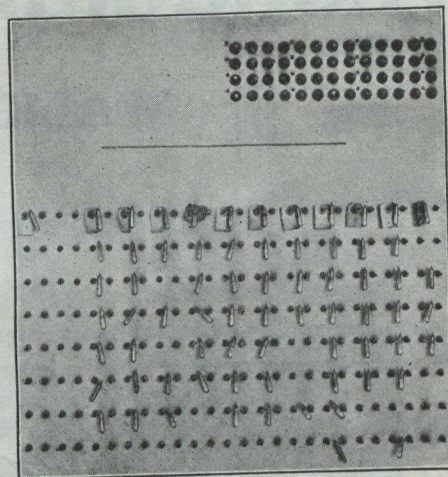
The Kellogg Switchboard and Supply Co. report an increasing demand for their new enamel insulated head band shown herewith. These head bands are thoroughly insulated, enamel does not chip, of light weight and unobtrusive when worn. They are proving especially serviceable in railway telephone dispatching work.

The new Kellogg magneto party line indicator is shown herewith set in place on a standard Kellogg combined drop and jack. It fits around jack sleeve bushing. Indicator points are refurnished in four colors, red, white, green and blue.

The Kellogg Company's lamp testing board reveals some decidedly noteworthy facts in regard to the endurance of Kellogg lamps in comparison with other makes.

Recent inspection of this board gives the following:—

70-48 volt Kellogg lamps were placed on this board in 1905. Since that time 5 have gone out but the remaining 65 have burned constantly, nine hours a day, and still continue to give a good, clear serviceable light.



15-48 Volt Kellogg lamps were installed on this board in 1906 and an account to date (October, 1911) shows 14 out of the 15 to be burning bright and strong.

40-48 Volt lamps, ten each for four different competitor's samples submitted, were installed in April, 1910. Three months after that time over one half of them were burning feebly, and at the present time but three give serviceable light, seven give a dim light, and the remainder are barely perceptible.

The Kellogg Company claim their switchboard lamps are unexcelled and this test seems to indicate that their lamps in service bear out the Kellogg reputation.

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The Canadian Carbon Co., Toronto, has been experimenting on new ingredients for dry batteries for a considerable time, and has succeeded in producing a formula which, by actual tests, increases the endurance of the "X-Cell" batteries by fully 29.3 per cent. As a result of this, and the general growth of their business, they are moving into larger quarters at 90 King St., West, where they have a large factory building in the rear of the office.

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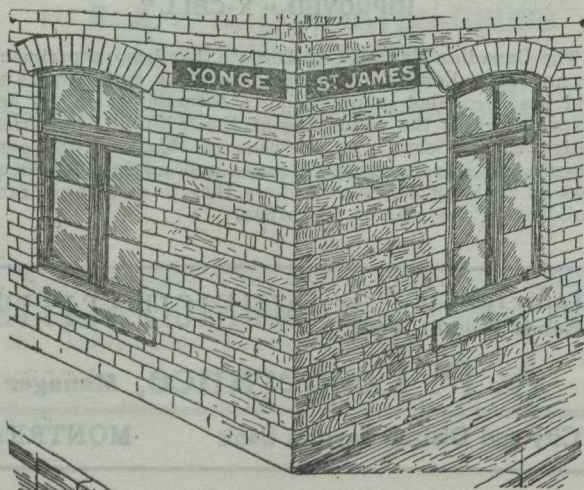
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