

# THE CANADIAN MUNICIPAL JOURNAL

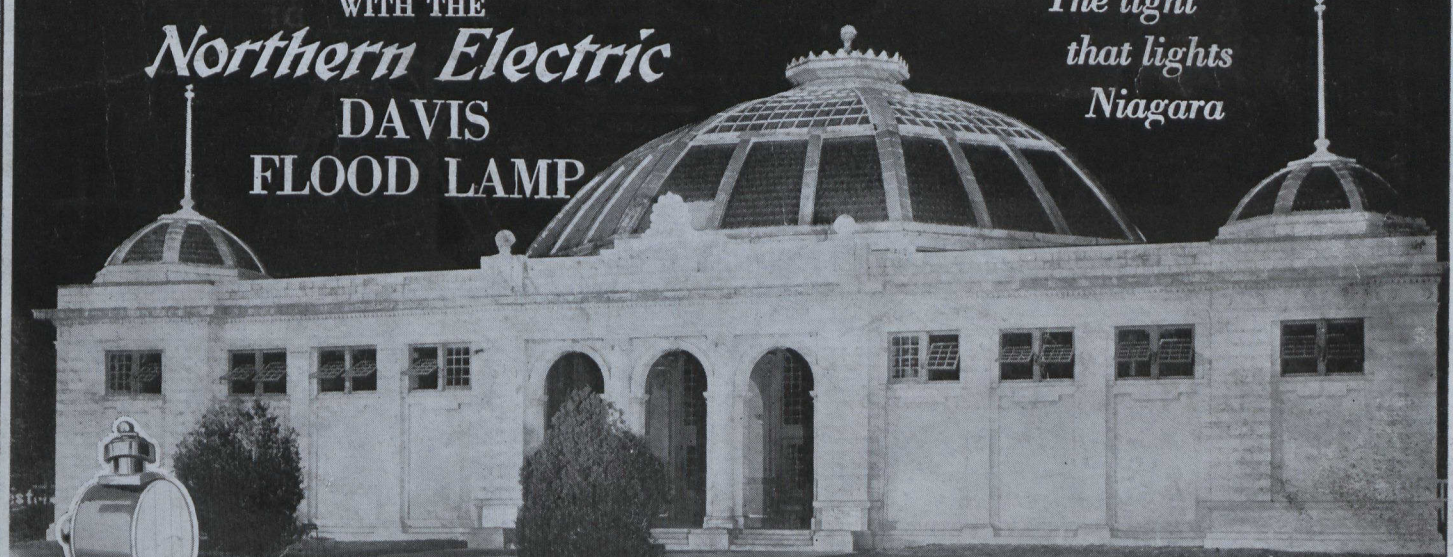
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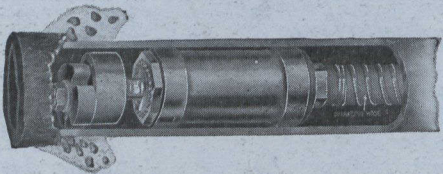
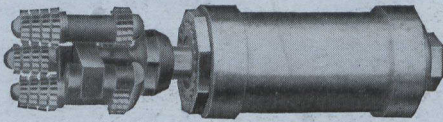
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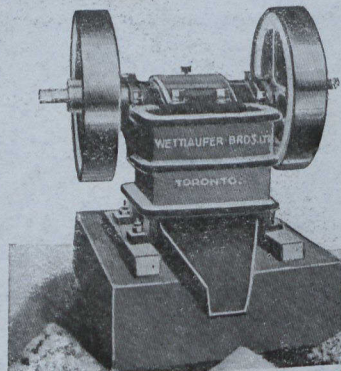
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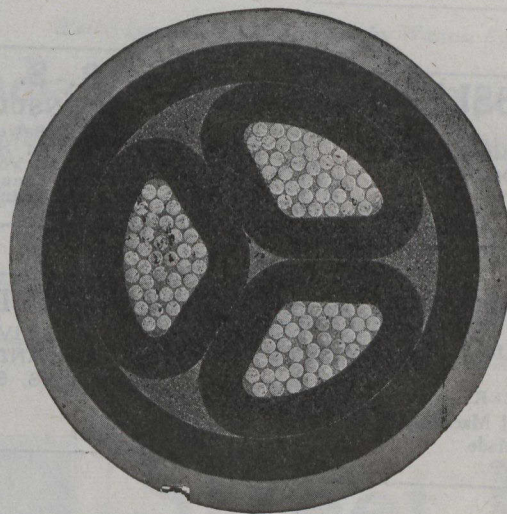
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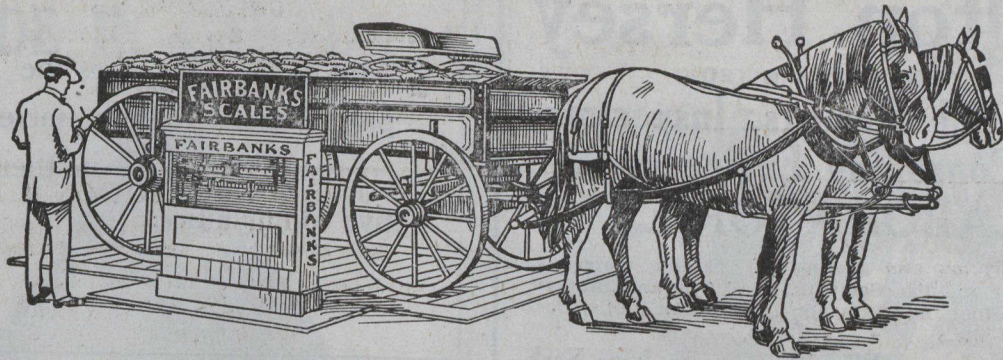
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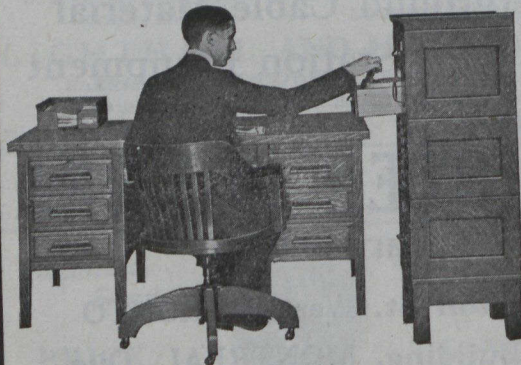


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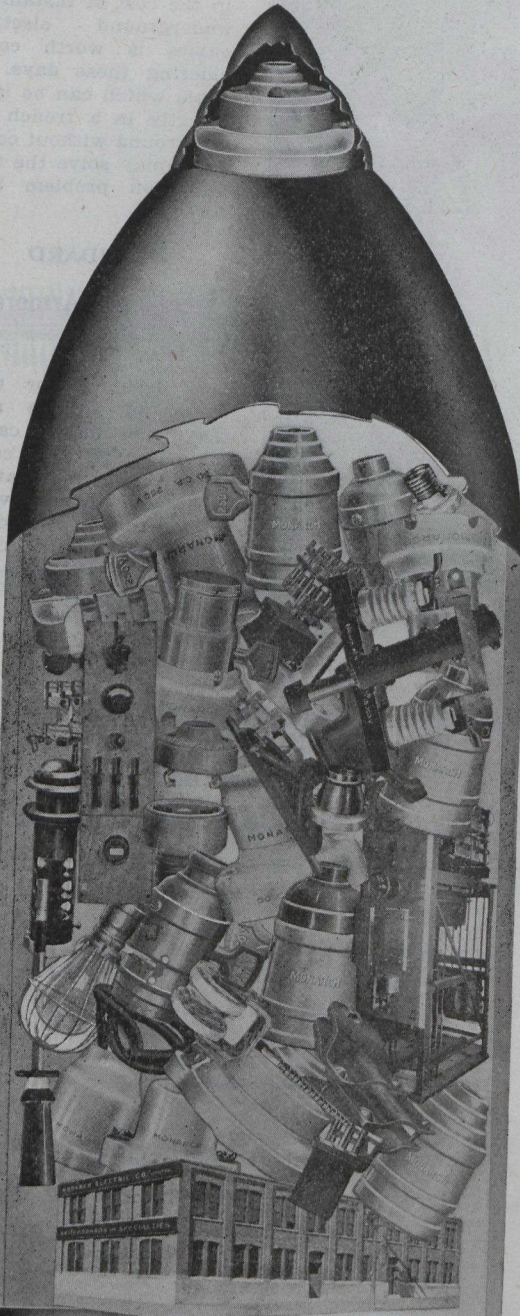
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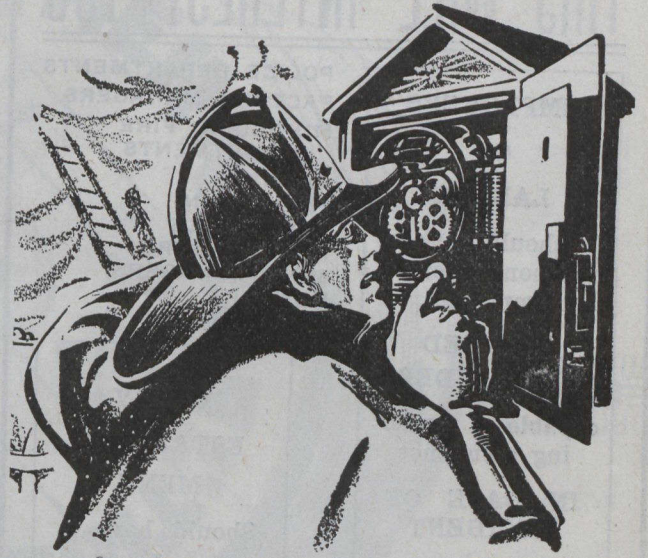
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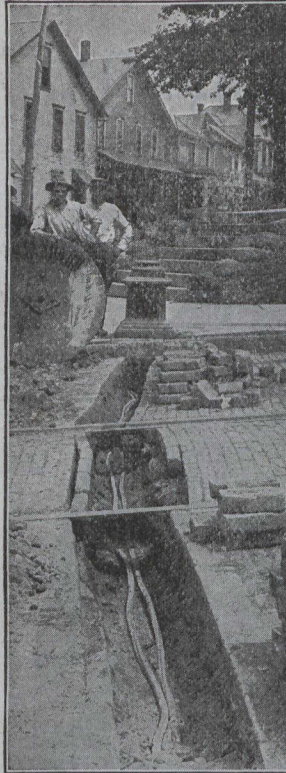
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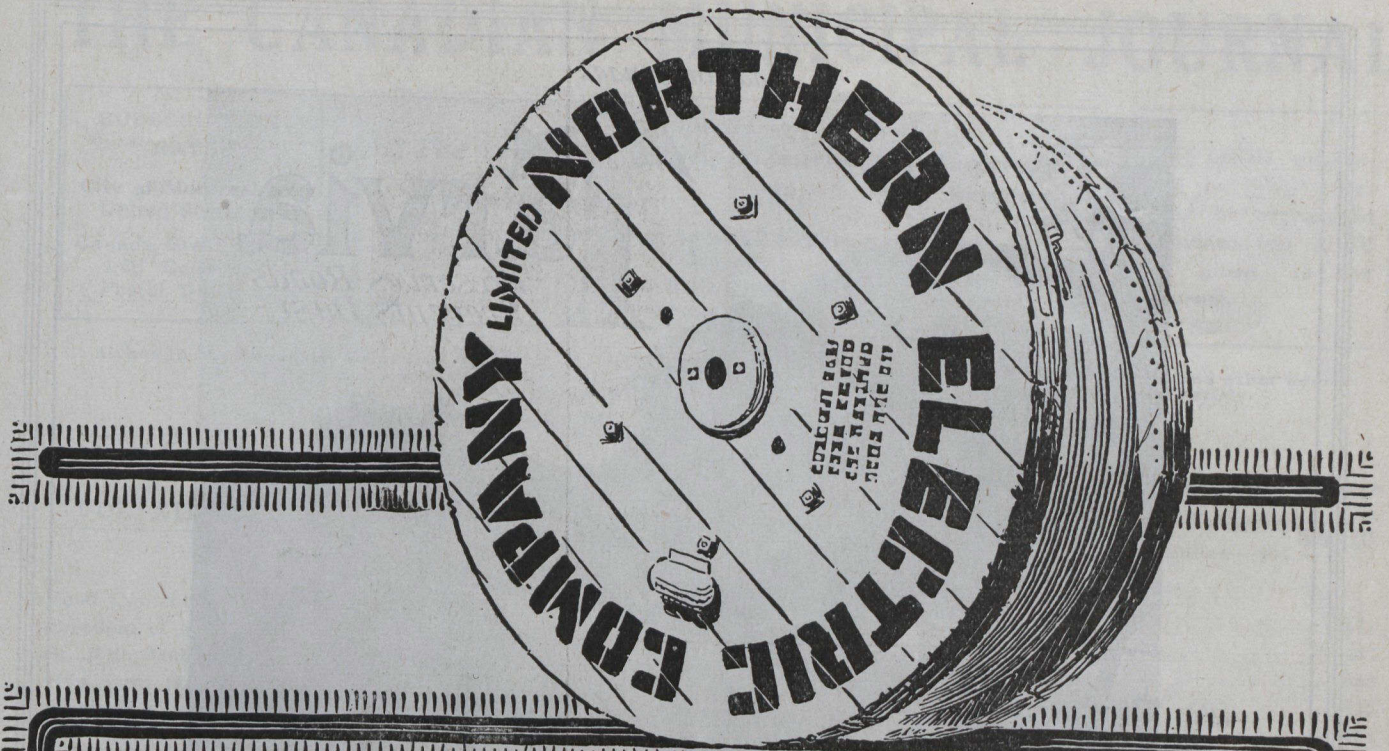
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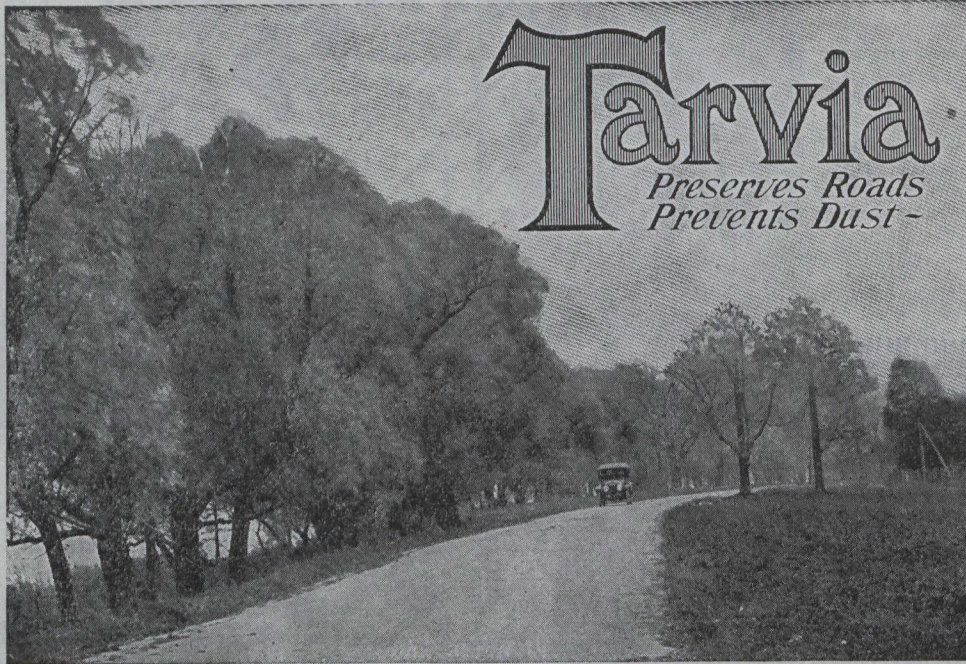
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**VOL. XIII.**

**OCTOBER 1917.**

**No. 10**

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## Municipal Expenditure in Canada

We were much interested recently in an editorial that appeared in one of the Ontario daily papers in which it gave great credit to a daily contemporary for showing up the apparent maladministration of a certain municipality. The editorial went on to claim that the contemporary was "the first paper to urge that municipal borrowings should be under the control of Government as it is in Great Britain — greatly to that country's advantage." It is very evident that the Ontario paper has not followed municipal affairs in Canada very closely or it would know that long before its contemporary ever thought of advocating governmental control over municipal finance, the Union of Canadian Municipalities had been urging, through this journal, the establishment of Provincial municipal departments with such good effect that to-day the Provinces of Alberta and Saskatchewan have municipal departments under which the civic affairs, including the finances, are as well managed as in Great Britain. Further in British Columbia and Manitoba they have special municipal sub-departments which deal very ably with local finances, and no doubt in a very short time our contemporary will see a municipal department in its own province; to be closely followed by departments dealing exclusively with civic affairs in each of the eastern provinces. All this is the result of an agitation started seventeen years ago and continued to the present time — not by the daily press, but we repeat, by the Union of Canadian Municipalities through this journal as its official organ.

In the same editorial our contemporary repeats, with comments, a more serious statement, inasmuch, as it reflects on the financial credit of our municipalities. The editorial points out that "Mr. G. T. Hewitt, of London, England, an authority upon municipal affairs, says that the first thing which struck him in Canada is "the absolute lack of control of municipal expenditure." He stated that Canada had been financed in London to the startling amount of \$1,750,000,000, but that no more cheap money could be had by Canada because "of the way hundreds of millions have been borrowed." He was probably too courteous to add "and spent."

We do not know how or where Mr. Hewitt got his impressions, unless he read as gospel some of the one sided reports of and attacks on the municipal administration of this country that seem to be the delight of some of our daily papers, but this we do know, and it might be good information for our Ontario contemporary, that no Canadian municipality has gone back on its bonds, sold either in Great Britain, the United States or elsewhere. It may be that at times criticism of our municipal bodies is good — it keeps them to the mark — but in the name of all fairness let that criticism be constructive, not destructive, as so many of the reviews of our local administration are prone to be. The governing of Canadian municipalities, today is hard enough in all conscience, and though most of the administrators work without pay, they show results year after year of which they need be proud, in spite of the carping criticism of those who should know better.

## The Food Controller and His Opportunities

The Food Controller—the Hon. W. J. Hanna—recently gave out a public statement which epitomized is that if he were to exercise his powers and put maximum prices on food stuffs it would mean to “accept temporarily, ruin to every city and town in the country,” and he gave as a reason for this conclusion that reduced prices would eliminate a large army of middlemen, thus causing “a complete disruption of all trades, a total breakdown of real estate values and the utter demoralization of all labor conditions.”

It is now four months since a Food Controller was appointed in Canada for the purpose of controlling and conserving food stuffs so that Canada would be able to export more staple foods, such as flour, beef and bacon to Great Britain and her Allies. To help in bringing this about the Food Controller had extensive powers given him to control the supply and prices from the producer to the consumer, not only of the staple foods mentioned, but of other foods—such as fish—that might take their place. Twelve months previous to Mr. Hanna's appointment, no doubt as a consequence of the urging of a strong delegation of municipal men from all parts of Canada, that the Government should take drastic steps in the matter, certain powers had been conferred by Order-in-Council on the Minister of Labor affecting the prices of food which had been rising very rapidly since the war broke out, so much so as to become a serious problem to the working classes of how to live. The Minister of Labor was to work in conjunction with the municipal councils, and the councils did their best to do their part, but owing to the vagueness of the Order on the one hand and the peculiar construction put on it by the Minister of Labor on the other, the Order-in-Council was found to be unworkable. So that when a Food Controller was appointed last June, with powers not only of an extensive nature but powers that the man in the street could apparently understand, the long suffering consumers began to feel that they were not going to be left to the mercy of the food speculator and profiteer any longer. Much was expected of the Food Controller, and rightly so.

Now, after four months of office, during which time many speeches of great promise were made and an order sent out declaring two days in the week to be beefless and baconless days—that is so far as those eating in public restaurants were concerned—the Food Controller has declared that it is not in the public interest to control the retail prices of food stuffs, unless the Canadian people are prepared “to accept,” to use the words again of the controller, “temporarily ruin to every city and town in the country.” The Food Controller admits the excessive prices now being charged, but gives as the principal reason the large number of “inefficient middlemen.”

If the problem of the high cost of food was not a serious one to the poorer people of this country—even more serious than Mr. Hanna is evidently aware of—we might be tempted to say that the Food Controller was amusing himself in the sophistry of the politician, but we give him credit for sincerity and say that his perspective is clouded. Mr. Hanna lays great stress on the possible dangers to the municipalities because of the disruption that would take

place in all trades if he fixed a maximum price for foods. We can assure him that should he fix reasonable retail prices, and see to it that the producer, wholesaler and cold storage men are also charging reasonable prices, the municipalities, through their councils and public bodies, are well able to take care of themselves, and will even see to it that the respectable tradesmen, or middlemen as the Food Controller terms them, will have a fair show. Those tradesmen who are making excessive profits at this war time are no use to any community, and the sooner they are eliminated the better. We would here remind the Controller that many of the members of our local councils are tradesmen who are just as eager to keep down excessive prices as their confreres. So that it is purile to state that the obstacle to reduced prices is the shopkeepers. The trouble does not lie with the local dealers—competition between them is too keen—but rather with the prices of the goods before they get to the community.

We have dealt somewhat lengthly on the powers of the Food Controller to control prices, for on his affectiveness to put these powers into force depends, in our opinion, very largely his success to carry out his object of releasing those staple foods so necessary to carry on the war. We have every confidence that the citizens of Canada are as much prepared to deny themselves—if denial it is—of those foods which are necessary for the successful consumation of this war as they have been to send their men, but they want to be sure that in so denying themselves they are not being exploited by the speculators and food profiteers. And until they are convinced of that fact, the Food Controller cannot expect the co-operation on the part of the people that he should have. He must get their confidence first by using more effective methods in controlling prices than he has used up to the present. We believe he will. Then, perhaps, he himself will be surprised at the backing he will receive in every household in the country.

### The Fish Campaign.

To test this belief that the people, given a fair opportunity, will show in a very practical way, that they are really in earnest to help Canada do her duty in supplying what she has to those who are badly in need of it across the seas, the Union of Canadian Municipalities has associated itself with the fish committee of the Food Controller's department, with the idea of the municipal councils promoting a larger consumption of fish, as a substitute for beef and bacon, in their respective communities. The plan of campaign which is printed on page 416 is an excellent one for not only does it provide for the proper distribution of fish literature, got up in a most attractive manner, and for the supplying of the larger demand that is bound to follow, but also provides for the proper inspection of the fish stores in regard to general cleanliness, freshness of the fish and the prices to be charged.

It is strange but true that while the Canadian fisheries are the largest in the world, Canada herself is the smallest fish eating nation; that is, per capita. There are probably many reasons for this, but two of the principal drawbacks,—lack of proper transportation and the apathy of the fish dealers—

are gradually being eliminated. The first by the Fish Committee which has already caused a fast and cheap freight service to be placed for fish from Atlantic ports to Montreal and Toronto, and the second by the Canadian Fisheries Association which has done much to put new life into the fish industry, particularly as it effects Canada; and we have every confidence that the campaign undertaken by the Union, working in co-operation with the Canadian Press Association, the Fisheries Association and the Fish Committee of the Food Controller's department, will create such a demand for Canadian fish that many extra thousands of tons of beef and bacon will be released for export to Great Britain and her Allies. But in the last analysis the success of the propaganda depends on the strength of the co-operation of the local councils.

### THE NEW LORD MAYOR OF LONDON.

Canada is greatly honoured in having one of her business men elected to the high position of Chief Magistrate of the Empire's metropolis. Mr. Charles A. Hansen, M.P., the new Lord Mayor of London founded the Montreal firm of Hansen Bros., Stock and Bond Brokers, which Mr. William and Mr. Edwin Hansen still conduct, and though it is twenty-five years since he left Montreal to establish himself in London, the new Lord Mayor has always kept in touch with the business and financial world of Canada, he being chairman of the Gresham Life Assurance and the Gresham Fire Accident Companies.

But it is in Mr. Hansen's public life we are more interested, and in him we have a good example of the successful business man giving the benefit of his ability and experience to the public service of his country. He has been successively Councilman and Alderman of the City of London; Sheriff of the County of Cornwall; Sheriff of the City of London and at the time of his election to the Lord Mayor's chair was senior Alderman of the City and member of the Imperial Parliament for the Southeast division of Cornwall. Surely a useful record of public service of a man who was in active control of great business corporations at the same time, and we might add a splendid example for some of our industrial and financial leaders to follow in this country of Canada.

### THE FREEDOM OF A CITY.

The City Council of St. Catharines, Ont., in a delightful ceremony that recently took place on the Mayor's lawn established a precedent that is to be hoped will soon become a custom in Canada. The ceremony was the conferring of the freedom of the city on an eminent visitor, Sir James Grant, the grand old man of Canadian medicine. In Great Britain the conferring of a city's freedom is a very old custom, and one highly honoured. The city of London has conferred its freedom on many men, but each one of these men have had to show by their public works that they were worthy of that freedom which in Great Britain is looked upon as the hall mark of public recognition. The great names inscribed in London's roll of honour include those of Wellington, Nelson, Chatham, Pitt, Disraeli, Gladstone, Roberts, Kitchener, Balfour, Asquith and Lloyd George. In Edinburgh the freeman's roll is

almost as old as that of London and Glasgow and Dublin have both long lists. In recent years it has become the custom for many of the cities and towns of the Old Country to show social honor to those of their sons who have risen to eminence and we cannot conceive anything more gratifying and satisfying to a man, however eminent he may become, than to feel that his home community is so proud of him as to confer on him the highest honour within its power. There is that other side too—the influence on and the inspiration to the young mind of the country. They see in each freedom conferred a lesson to themselves and Mayor Burgoyne and his Council are to be congratulated for introducing the custom into Canada. May we soon have to record another ceremony of like nature.

### ST. JOHN AMBULANCE ASSOCIATION.

That the St. John Ambulance Association is doing valuable work in Canada is illustrated in the fact that since the beginning of the war the Association has undertaken the training of Canada's Voluntary Aid Nursing Division (V. A. D. workers), many of whom are now engaged in hospital work in England and France and very many in the military convalescent homes in Canada. "The Association of course, is not a war organization," said Miss Hazel Todd, the assistant general secretary in a recent interview. "We have been in existence in Canada for the past five years, but our activities have been enormously quickened since the war. In the past two years, we have granted something like 24,000 first aid and home nursing certificates. We are the only organization granting such certificates in Canada. Needless to say, only a small number of those receiving certificates are in a position to give their time to the nursing of the wounded soldiers, but the fact that they have taken a course in first aid gives them a sufficient amount of medical knowledge to meet the emergencies that daily occur."

This excellent association for a long time has done remarkable work in Great Britain, where it was founded, so much so that every policeman and fireman has to take a St. John "First Aid" course before he is considered fully qualified to take up his duties. "First Aid" certificates should be made obligatory to the patrolmen and firemen of Canada. The course is not a difficult one to take, and having once secured the certificate the services of the men to the community are increased considerably. Take the case of a boy who was recently run over by an automobile in a certain small municipality and badly cut about the head, arms and legs, almost under the eye of the local patrolman. The patrolman immediately went to the aid of the boy, but he did not seem to know what to do for the lad was bleeding profusely, when up comes quite a young girl who set about bandaging the boy in a very business-like way, to receive later on the congratulations of the doctor at the boy's home. That girl was taking a "First Aid" course and though she had not yet completed it she knew sufficient to take care of some very bad bruises. The patrolman knew nothing at all about first aid. It seems to us that chairmen of police committees, chief of police and firemen, could not do better than insist on their men taking up at least the first course laid down by the St. John Ambulance Association. The cost is small and the knowledge gained invaluable.

### MILITARY ROADS.

The following resolutions were adopted by acclamation at the War Convention of the Chamber of Commerce of the United States, held in Atlantic City recently:

WHEREAS, it is essential that all transportation facilities of the nation should be brought to the highest state of efficiency in order that foodstuffs may be moved most economically from the farm to the market, that manufactured products be moved at the lowest cost from the factory to the consumer,

WHEREAS, the public highways offer a good, prompt and economical means to supplement transportation by rail and water,

THEREFORE BE IT RESOLVED, that the prompt improvement of our public highways is important and should be forwarded in every proper way.

## The Union of Canadian Municipalities

To the Municipal Councils.

His Worship the Mayor,  
and Council.

Gentlemen.—

The Union of Canadian Municipalities has received an invitation to co-operate with the Fish Committee of the Food Controller's Office with the object of seeking the active assistance of every Municipal Council in a national campaign to increase the consumption of fish, as a cheap and nutritive substitute for those staple foods,—beef and bacon—that are so badly wanted by our armies at the front.

With this important movement we are in full sympathy, as being in keeping with the spirit of our recent Convention, in urging the Government to seek the co-operation of the municipal machinery in putting into practice all war measures.

The fish movement is essentially a war measure, and we have accepted the invitation of the Fish Committee with the fullest confidence that in so doing we are but echoing the wishes of the municipal authorities of Canada.

The Municipal Councils have shown themselves always ready to help in any movement that tends to bring this war to a victorious issue, and we are confident that they will not fail in this campaign. As to how the civic authorities can best help in the movement, requires some thought and discussion, and in presenting the following plan of campaign we recognize that local conditions may alter its working somewhat, but on the whole the general scheme seems to us at once simple and practical.

The Plan is as follows:—

That the Council appoint a Fish Committee, made up of two members of the Council, and one or two outside the Council.

The duties of the Committee:—

1st—To find out local sales of fish. Compare with sales, per capita, of Toronto, where sales of fish

have greatly increased because of local propaganda. And to work to attain as good results.

2nd—Introduce the Government display Fish Cases, which cost the sum of \$10 apiece, to the dealers who are prepared to deal in fish along certain lines, that is, to be satisfied with a reasonable profit, and willing to keep fish clean and fresh.

3rd—To distribute to every household in the municipality through the patrolmen on their beats, the fish literature that will be supplied through the Union of Canadian Municipalities, with an extra leaflet, issued by the Committee on behalf of the Council, pointing out the personal responsibility of the citizens, and giving the names of the local dealers that are willing to supply good fish at reasonable prices.

4th—To see that the police are properly instructed to visit the fish establishments. And to see that all fish are kept in good condition, and that stale fish are destroyed.

5th—To study closely the wholesale prices that will be supplied from time to time, and to see that the local men are not charging excessive prices.

We are preparing, in conjunction with the Fish Committee, and the Fisheries Association of Canada, a more comprehensive plan for the Councils to follow, but the foregoing we think sufficient as an outline of the campaign that is desired.

The full scheme when ready will be sent on. In the meantime we urgently ask each of the Councils to appoint their Committee at once, and send in their names to G. S. Wilson, Asst. Secy, Union of Canadian Municipalities, 235 Coristine Bldg. Montreal.

Following this letter is a "Message to the Municipalities" from the Fish Committee, of the Food Controller's Office, which we commend to every municipal man in Canada.

## Increasing the Consumption of Fresh Fish

### A Message to Municipalities.

The Fish Committee of the Food Controller's Office learned with much satisfaction through the Secretary of the Union of Canadian Municipalities that at the last Annual Meeting of the U. C. M. a Resolution was adopted, unanimously, signifying the desire of the Municipalities to co-operate with the Food Controller.

Recognizing the widespread and powerful aid that Municipal Councils can give in the matter of conservation of food, prevention of waste and supervision of prices, the Fish Committee through the good offices of the U.C.M. presents herewith an outline of the work that can be done by the officials of the Canadian Municipalities to increase the consumption of Fish and thus release for export overseas a greater quantity of Beef and Bacon.

Fish has long been recognized as a good article of diet. Its food value is unquestioned, but perhaps it was never so valuable to Canadians as at present. The proportion of urban population is greater than ever before, and as the occupations and habits of townspeople do not give enough physical exercise an all-meat diet is especially harmful. Fish is a food particularly suitable for people who take

insufficient exercise, and who work under nervous pressure, as it is a nerve food and easily digested. For that reason, doctors frequently advise a diet of more fish and less meat to those who live in towns and cities.

Yet, fish is not a daily food, and in some households it is rarely if ever used.

For this we must discover what obstacles have prevented the universal use of what is obviously a healthful, toothsome and economical food.

We find that fish, in the smaller communities, is retailed mainly as a "side line" by butchers.

The explanation is simple. Certain religious observance established the largest demand on Fridays. Consequently the retailer brought his shipments in for Friday's requirements. The best fish thus being offered on Fridays, everybody who wanted fish, independent of religious observance, usually waited until Friday in order to get the best selection.

The result of this one-day-per-week demand has been, of course, to keep the overhead charges so abnormally high for the retailer that at what is considered a normal margin

in similar commodities, it has been impossible to retail fish at a profit. The lack of profit and the intermittent demand combined to discourage the retailer from investing in suitable equipment for displaying and preserving the fish offered for sale, thus further reducing his profit by failing to eliminate unnecessary waste.

In order to reduce the wasteful effects on the one-day demand the Canadian Fisheries Association inaugurated a year ago a second fish day per week, namely Tuesday. This was partially successful, but it remained for the Food Controller to do a great service to the Fish trade by instituting Tuesdays and Fridays as "Beefless Days", and thereby distributed more evenly over the week the demand for fish as a substitute, thus helping to reduce the overhead charge and enabling the fish dealer to sell at a more normal margin.

The Municipal Councils can be of great benefit to their citizens by pointing out to the Buying Public the obstacles that have hitherto prevented the local fish dealer from giving better service, and by showing how the Public can co-operate to help the Dealers to offer daily a supply of fresh caught fish at reasonable prices.

Each Municipal Council could appoint a Food Committee from among its officials to enquire into local conditions, and ascertain what are the particular obstacles encountered by local dealers and devise ways and means of removing those obstacles. Through the local press the Committee could inform the public why they must co-operate with one another to enable the local dealer to give an improved service.

Intermittent and uncertain demand can be altered to a steady and daily demand if citizens will leave with the dealer a standing order for a certain quantity, however small, to be delivered on certain days of each week. This will enable the dealer to estimate more accurately the amount required, so as to avoid a shortage and consequent disappointment to customers and avoid a surplus would rapidly become a total loss.

Besides stabilizing the demand, the Committee could inform the citizens as to what fish are in season, so as to stimulate the demand for the fish that are at that time the most plentiful, and therefore, the best and the cheapest.

When a particular fish begins to go out of season, the supply being reduced, the cost of production of course increases, and the price naturally goes up. But when one variety goes out another variety comes in (just as in fruits or vegetables), and comes plentifully at a low price and in good condition. The public should be shown that it is when any particular kind of fish is lowest in price that it is best in quality, for then it is in season and is most plentiful. Therefore it is important that the public should be kept informed as to what fish is coming to season. This information can be supplied by the Publicity Department of the Canadian Fisheries Association, Montreal.

In addition, the public could be kept informed through the local press as to the best methods of cooking the particular fish in season. There are many species of edible fish that are hardly known to Canadians, but which will soon have to be used to supplement the better known varieties. Such fish will be relished only if cooked properly, and as each species requires to be cooked in a particular way if it is to be made toothsome, the necessity for keeping the public informed is apparent.

Recognizing the economic necessity of proper cooking of fish, the Food Controller's Office has issued for free distribution a Fish Cook Book. This will be supplied on request to wholesale firms who will distribute to retailers for their customers.

The question of price to the consumer is an all-important one. Here the Municipal Council can be of great service both to its citizens and to the local dealer. The Food Committee can examine local conditions and determine what is a fair "profit" for the retailer. Conditions vary so greatly that no "profit" could be set that would be equitable in all conditions, but in normal conditions, three or four cents per pound may be considered a fair retail "profit" for low priced fish. For higher priced fish proportionately more. But local conditions must be taken into account.

The price that the retailer pays for fish is of equal importance, as it is the basis of the price to the consumer. It is important that he seek the cheapest and best source of supply, according to local conditions, this may be a fisherman, a wholesale house, or other supply sources.

In Municipalities sufficiently large to support it, a Fish Market might be established as a means of supplying fresh fish at the lowest possible price. This would be most useful in districts that are close to a source of supply. How-

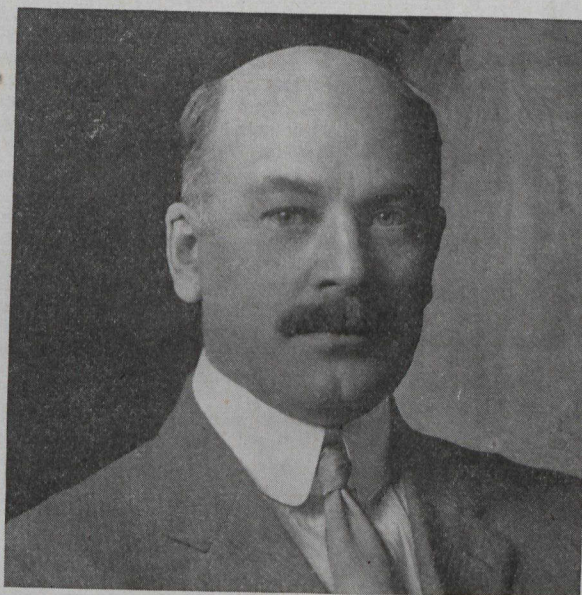
ever, from information reaching the Fish Committee it is thought wise to warn Municipal Councils against engaging directly in the retail sale of fish until they have carefully considered the advantages or disadvantages of the proposed undertaking.

In reference to wholesale prices, the Food Controller has issued an order calling for the registration of all wholesale fish houses. Weekly returns will be required as to the prices charged the retailer and an investigation of these prices will be made at any time thought necessary by either the Food Controller or the retail trade concerned.

The condition in which fish reaches the consumer is of such importance that every Municipal Council should enforce the My-Law prohibiting the sale of stale fish. Fish can not be kept in prime condition unless suitable ice boxes are provided. The Fisheries Department has designed a cheaply constructed ice box with glass top which displays the fish to best advantage and keeps them properly iced.

A number of these fish show cases are already in use and the users find that they increase the sale of fish making it a daily demand. Also that the proportion of waste is considerably reduced.

The Secretary of the Fish Committee will supply on request the plans and specifications for the show case so that any dealer can have it made locally. The cost of building a single show case would be about \$20.00. But the Food



G. FRANK BEER, TORONTO,  
Chairman of the Fish Committee of the Food Controller's Office.

Controller's Office is having a number of them built and will pay part of the cost so as to offer them at \$10.00 each, f.o.b. Toronto or Montreal. This offer is for the month of October only and the cases will be procurable through the Wholesale Fish dealers, or direct from the Secretary of the Fish Committee, Ottawa.

In conclusion, the Municipal Council can most readily obtain for its citizens a steady supply of fresh fish—

By insisting on Fish being properly handled by the Retailer.

By supervising the Retailer's "profit".

By informing the Public as to fish in season.

By informing them on the best methods of cooking the different fish.

By stabilizing the demand by encouraging citizens to place a standing order for a certain quantity weekly.

The most satisfactory way to have these points attended to would, perhaps, be for the Municipal Council to appoint a Food Committee. Such a Committee examining local conditions at close range can accomplish more than is possible through a central office in Ottawa. Any difficulties in the way of a supply of Fish or Transportation may be referred to the Food Controller's office where the matter will receive prompt attention.

Fish Committee, Food Controller's Office,  
Toronto, Ontario, September 29th, 1917.

## Civic Affairs in Manitoba

H. E. MORTON.

### A Municipal Income Tax.

Its present system of assessment and the question of substituting another, in which a form of municipal income tax figures prominently is the leading subject in Winnipeg just now. Several meetings of the council have been held for the purpose of considering the report of the Board of Valuation and Revision, which body, it will be called to mind, recommended that a system of income tax should be forthwith adopted in place of the present Business tax.

The point which has so far baffled the council is, whether the tax should, if imposed at all, be levied only on incomes earned in Winnipeg, or on the total income of all persons residing in the city, from whatever source such income be derived.

Leo Donley, city assessment commissioner, at every meeting of the council held for the purpose of considering the subject, has held that the latter suggestion was never intended in the recommendations of the board, which, he said, should be interpreted to mean on incomes from Winnipeg or Winnipeg business only. Most of the members present at the meetings did not seem to adopt this principle, holding that if applied at all, it should be applied on all incomes from whatever source derived. It would, some thought, if applied in any other way, tend to exempt those carrying on large businesses just outside the city and having only small offices within the city limits, while others held that there might be those living in palatial residence who might be deriving the whole of their incomes from outside sources and at the same time enjoying, almost free of cost, all the privileges accorded to heavy tax-paying neighbors.

J. W. Harris, former assessment commissioner, and now a member of the Board of Valuation and Revision, said that in his opinion the income tax was recognized as being the most equitable of all taxation. Although it would be the first time that the principle of taxing incomes had been applied to an individual city, that of Wisconsin being a State tax, that was no argument against its possible success. Whether it should be applied only to Winnipeg earnings or otherwise was a matter for discussion and grave consideration, and one which would have to be well thought out.

This point seems to be the one obstacle standing in the way of any early settlement of the question at issue, and one which will have to be decided before any majority of the council will be found to agree to any such radical change in the city's assessment, which, however, is admitted to be far from satisfactory and likely to be less so with the imposition of the extra tax which will be rendered necessary with the completion of the big \$13,000,000 aqueduct. The cost of this, which is to be levied on the land representing 60 per cent. of the city's total assessment, will, it is thought, call for an additional five mills, and that some more prolific form of revenue than that now in force is inevitable is a foregone conclusion.

### Jitney By-laws.

Those cities of the North American continent blessed with a jitney service will watch with interest the effect of the new jitney bonding by-law which come into force in Winnipeg, October 1. Against the weight of public opinion the city council at its last September meeting decided to draw a hard and fast line in making it obligatory for jitney drivers to insure in tariff companies, but to accept the bonding of the jitney men's own mutual society, further agreeing to the following conditions:

"That the committee on jitney surety bonds be instructed to accept bonds of a mutual, tariff or non-tariff company; that the company, if mutual, on starting business must have \$10,000 in cash and conform to the rules and regulations of the Insurance Act of the Province of Manitoba, and is licensed to do business by the provincial department; that immediate notice be given to the said committee of the receipt of claims to damages, and provided that if at any time in the opinion of the committee the company becomes insolvent or they have reason to believe they will be unable to meet claims, they, the committee, have authority to demand additional security, and failing to supply such, the bonds may be cancelled and the license or licenses suspended until such further security be supplied.

Curiously enough, since the passing of the by-law, quite

an epidemic of jitney accidents have taken place in the city, and the effect of these on the general situation is awaited with interest.

For a city of its size—a population of 200,000; an area of 14,865 acres; 500 miles of streets and 26 miles of lanes, Winnipeg is practising war-time economy with a vengeance. Of the \$50,000 set apart for local improvements for the fiscal year 1917-1918, only about forty per cent., or \$20,445.90 has been expended to date. Of course, much more work has been done than this sum represents, but such as it is has been undertaken conditionally on the frontagers paying for it on completion, instead of the cost being spread over a number of years as is usually the case. The chief expenditure this year has been on granolithic sidewalks, costing \$9,141, the council having decided to abstain from laying down plank walks wherever possible. Water mains have cost \$7,030.40; sewers, \$2,425.50; plank walks, \$1,167, and street and lane openings, \$682, while in view of the early approach of winter it is improbable that much more will be undertaken this year. Time was, when the city spent millions each year in local improvements, especially during the latter period. Heads of departments are also co-operating with the board of control in cutting expenditure to the minimum, monthly statements issued by the departments invariably showing balances to the good.

### Winnipeg's Electrical Power.

Cheap hydro-electric power, making for inexpensive light, heat and power warranted the intense interest shown by all Manitobians in Winnipeg's second annual electrical exhibition held at the end of September, and which proved the most successful of its kind ever staged in the city—or for that matter in Canada.

As far as the attendance went it left nothing to be desired. The large Alhambra hall was filled to overflowing each day, and at the various demonstrations visitors obtained a good view of the proceedings without being unduly crowded, this being possible owing to the size of the hall.

Behind all the reasons for its great success was, of course, the cheap hydro-electric energy with which Winnipeg is so abundantly supplied. In an abstract sense this is more than true. Cheap heat, light and power are the basis to make such a show successful, but as these things are brought to us through the skill and resourcefulness of the men who devised the city's hydro-electric plants and service, we come back to our original premise, that the men behind the electrical developments in Winnipeg are the real explanation of the city's cheap light, the rate at the present time being three cents a kilowatt hour. Scientists and quasi-scientists have racked their brains looking for perpetual motion without recognizing in the endless chain of evaporation, condensation and sunlight that makes our rain, rivers, lakes and oceans without costing society a red cent, and from which the public obtains its hydro-electric energy, that tantalizing will-o'-the-wisp, the cost of which is, in Manitoba, quite nominal compared with the amount of energy distributed.

Such is the value of electricity becoming to be regarded in Winnipeg and throughout the Province of Manitoba, rich as it is in water power, that Winnipeggers see no reason why they should not go on holding their exhibitions until the home, the factory and the farm are completely electrified and electricity is distributed over the prairie in the form of light, heat and power, just as electrical communication is distributed to-day in the form of telephone service. That this will become like other forms of fuel, scarce and high in price, is not thought of in the prairie city, because hydro-electric energy will last as long as the water itself, as long as the human race, for it is the nearest approach to the philosopher's stone that is ever likely to occur in the economy of nature.

### THE RIGHT USE OF MONEY.

"Wealth is Divine if Divinely used." Sympathy when guided by experience and judgment can, without lavish and hurtful expenditure, do much to mitigate the evils of sickness, distress, and poverty. The bestowal of money in charity, while it gives temporary relief, and seems the natural thing to do always in the long run weakens character and makes the task of restoration more difficult. A properly supported organization means efficiency and promotes the study and eradication of causes that unchecked prolong and intensify costly social errors. —J. J. Kelso.



## Increasing the City Revenue Through Waste Utilization

H. L. BALDENSPERGER.

Mr. Baldensperger, who is secretary of the National War Committee on Prisons and Prison Labor in the United States, wrote the following article at our special request for the benefit of the municipalities of Canada, with the hope that some such system might be followed in this country.

America is mobilizing her resources. She is taking stock of her material wealth and her man power. But she has failed to consider her waste commodity and her waste man. This failure to realize the value of community waste is characteristic of Western civilization. We are the product of an economic system that is destructive rather than constructive. Our methods of production are wasteful; we scrap both men and material because we consider it too expensive to utilize them.

The war will force us to correct this inherent fault. We must see the value in the scrap pile. We must utilize the man power which heretofore has been considered worthless. Our institutions caring for the dependent and delinquent must mobilize its labor so as to make their contribution to the needs of the nation.

One American penal institution has developed a unique method of utilizing the waste man and the waste commodity. By this plan Superintendent John L. Whitman, of the Chicago House of Correction, has developed an entirely new field of employment which solves the problem for the physical and social unfit; which saves large quantities of valuable material which formerly was lost to industry; which produces a large and welcome addition to the revenue of the city and which does not throw prison labor into unfair competition with free labor.

Superintendent Whitman, working with the physical incapacitated as well as the mental unfit conserved and sold waste material for a sum 900% greater than the amount received by the city under the previous methods of sale. Under this new system, the inmate made a return equal to four times the cost of his maintenance. A handful of men working on the waste of the city turned into the municipal treasury a sum equal to fifty per cent of the maintenance cost of two thousand prisoners.

The war was responsible for the development of this new system of employment. The unprecedented demand for raw material created an active market for waste commodities. Superintendent Whitman was forced to find new methods of employment. The abolition of the contract system of employment left nearly two thousand prisoners in idleness and had cut off a considerable source of revenue. This war created market offered the solution. Superintendent Whitman called the matter to the attention of the members of the City Council and was authorized to collect and see the waste of the municipal institutions and departments.

This project not only made a valuable contribution to the revenue, but it also assisted materially in reducing dependency in the community. The sum of \$40,000 was set aside out of the profits of the waste industry for the prisoners' relief fund. This fund was used in assisting the needy families of the inmates. The prisoner who, heretofore, was unable to meet his social responsibilities during his prison term no longer loses his sense of personal responsibility.

### The Value of the Scrap Heap.

The Chicago Salvage System has an economic as well as a social aspect. Not only does it assist in preventing waste in man but in material. Articles now destroyed by the commercial methods of reduction are conserved for industry. To attempt to conserve them with free labor at the present wage is impossible. By employing unskilled labor maintained at a low capita cost the management can afford to use hand labor and as a result effect a saving of material impossible in the commercial field. By the ordinary methods, the lead and rubber covering of the conduit wire are lost to industry. At the Correction the lead and rubber covering is cut by hand and over \$11,000 worth of rubber was added to the fast diminishing supply. The burned out electric lights are sold in the commercial field for the brass socket and the glass. The valuable platinum is usually lost. By assigning one incapacitated man to the work, the minute particles of platinum were conserved. Maintained at a cost of fifty cents a day, this inmate, so mentally unfit that he should never be discharged from institutional care, has conserved over \$9,000 worth of platinum in less than a year. The method of freeing the platinum from the glass is unique. The glass is ground into powder

and this powder is mixed with water and poured over a washboard. The platinum falls into the ridges and is removed when dry. Another inmate, who appears to be a high grade imbecile is assigned to the conserving of tungsten found in the street lights. Both of these metals are more valuable than gold, yet neither of these men have attempted to sell any of this wealth for their own benefit. The work has aroused a sense of pride and trusteeship that no other line of work could be expected to instill. The salvage work is not only uncovering new sources of wealth, it is also proving to be a school of character.

The success of our armies depends in some measure upon the scrap heap. Many articles found there enter into the manufacture of munitions. Waste paper stock of the heavier grades are made into cartridge shells. Early in the war the Home Office appealed to the people of the United Kingdom to conserve their waste paper and a number of local councils inaugurated waste paper saving campaigns. This movement not only contributed to the support of the local hospitals but also added to the military strength of the Empire. Waste paper is sorted by hand; the labor cost is an important item. By using unskilled and incapacitated labor this material can be sorted at an extremely low cost thereby maintaining the paper supply which is seriously threatened.

Soiled rags are now doing their bit. Rags which were thrown aside or destroyed at the garbage reduction plant are now dried and sold to be made into waterproof paper. This paper has been used extensively on the western front as a facing for trenches. Not only do these rags add to the revenue of the city, they indirectly add to the comfort of those who are serving in the foreign field.

The industrial slacker is punished by this method of work. The workers in the Repair Shops of the Department of Education of the City of Chicago soldiered over their work, and as a result it was cheaper for the department to buy new equipment rather than to repair the old. Discarded furniture placed in storage, and the city pays rental for the storage of a useless article! By transferring this work to the institution, the city saved thousands for repairs and rentals. Serviceable vehicles are made out of discarded parts, new tools from the waste of the various departments and old harness repaired and sold to the very department that had discarded it.

This is a war of men and material. We must mobilize our man power and our wealth. Every social institution must bend its energies to meet the new demand. Old methods of production must go by the boards. We must reorganize our methods of production, we must utilize the physical incapacitated, the mental unfit, so that the waste of the community will no longer be a detriment but a benefit.

What is your community doing with its waste? How are you utilizing the waste man? Is your community doing its bit? Why not see that the value in your waste is secured? The National Committee on Prisons and Prison Labor, Broadway and 116th Street, New York, will tell you how. Plans and specifications of grading will be mailed you upon request.

### IMPROVED FARMS FOR RETURNED SOLDIERS.

Lt.-Col. George McLaren Brown, the European manager of the C. P. R., writes to the "Tariff Reformer and Empire Monthly," in England, urging a comprehensive scheme by which the returned soldiers could be placed on the land in so far as they desired it—a scheme by which lands closed to the public would be fully opened up—not a few parcels of land, such as were noticed in the press, and which would not give a square foot to all who might seek this means of settlement, but a plan by which large numbers could be accommodated on the lands in the Mother Country. Mr. Brown refers to the plan of the C. P. R., which offers improved farms, in selected colonies, with distinctive military names, improved by the company; and assisted colonization farms of 320 acres each, (selected by the intending settler, and then improved by him with assistance from the company. Easy terms of payment are offered, carried over twenty years; but the point that Mr. Brown insists on is that it is not people out of the workhouse that Canada wants, because such are not desired in the Dominion, but people who are likely to succeed. He urges that the whole question of reconstruction be tackled with vigor on the other side.

# The Union of Canadian Municipalities

Officers and Executive for the year 1917-1918

## ONTARIO

Vice-Presidents:

- 1st. J. W. Nelson, Esq., Controller, Ottawa.
- 2nd. J. W. Bowlby, Esq., Mayor of Brantford.
- 3rd. John O'Neill, Esq., Controller, Toronto
- 4th. J. V. Buchanan, Esq., Mayor of Ingersoll.
- 5th. T. J. Patton, Esq., Mayor North Bay.

## BRITISH COLUMBIA

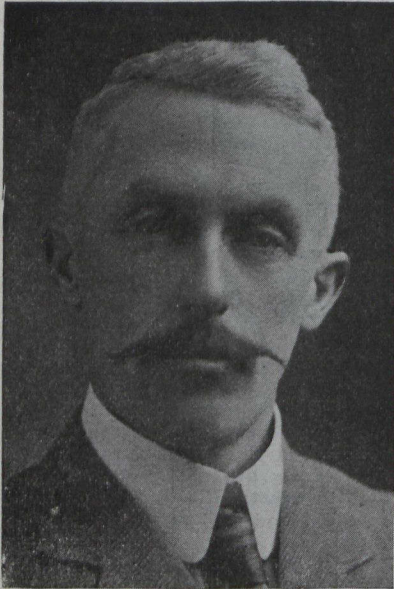
Vice-Presidents:

- 1st. M. McBeath, Esq., Mayor of Vancouver.
- 2nd. A. M. Tyrrell, Esq., Mayor of Kamloops.
- 3rd. A. W. Gray, Esq., Mayor, New Westminster.
- 4th. H. McKenzie, Esq., Mayor of Nanaimo.

## NOVA SCOTIA

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- 2nd. P. F. Martin, Esq., Mayor of Halifax.
- 3rd. A. Roberts, Esq. K.C., Solicitor, Bridgewater.
- 4th. W. A. Richardson, Esq., Mayor of Sydney



**DR. R. L. STEVENSON,**  
Mayor of London, President of Convention,  
Past President of Union.

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Mayor of Lethbridge, Alta.

1st Vice-President:

**ROBERT RYAN, Esq.,**  
Alderman, Three Rivers, Que.

2nd. Vice-President:

**W. B. BURGOYNE, Esq.,**  
Mayor of St. Catharines, Ont.

3rd Vice-President:

**Hon. A. E. PLANTA,**  
Ex-Mayor of Nanaimo, B.C.

Hon. Secretary-Treasurer:

**W. D. LIGHTHALL, Esq., K. C.,**  
Ex-Mayor of Westmount, Que

**G. S. WILSON,** Assistant-Secretary,  
Bureau of Information, Coristine Bldg.,  
Montreal

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- 3rd. E. Lariviere, Esq., Alderman, Montreal.
- 4th. E. Sylvestre, Esq., Mayor of Sherbrooke.
- 5th. R. Prieur, Esq., Alderman Point aux Trembles.

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- 2nd. J. E. Masters, Esq., Mayor of Moncton.
- 3rd. F. P. Grimmer, Esq., Mayor of St. Stephen.
- 4th. M. Mitchell, Esq., Mayor of Fredericton.

Official Organ

**"THE CANADIAN MUNICIPAL JOURNAL"**  
Coristine Bldg., Montreal.

## MANITOBA

Vice-Presidents:

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- 2nd. J. W. Cockburn, Esq., Controller, Winnipeg.
- 3rd. J. P. Howden, Esq., Mayor of St. Boniface.
- 4th. R. Forke, Esq., Reeve of Pipestone.
- 5th. C. E. Ivens, Esq., Reeve of Wallace.

## SASKATCHEWAN

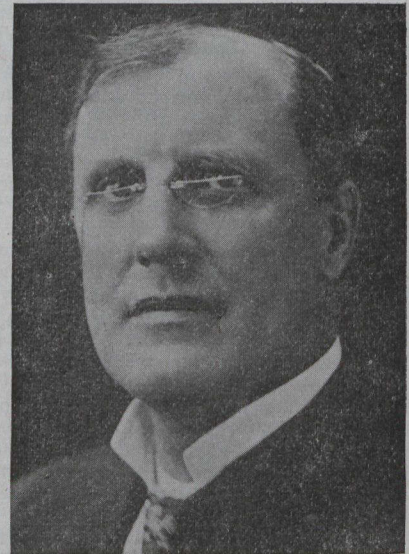
Vice-Presidents:

- 1st. W. W. Davidson, Esq., Mayor of Moose Jaw.
- 2nd. A. McG. Young, Esq., Mayor of Saskatoon.
- 3rd. W. Jones, Esq., Mayor of Swift Current.
- 4th. John Creba, Esq., Mayor of Kerrobert.

## PRINCE EDWARD ISLAND

Vice-Presidents:

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- 2nd. J. A. Morrison, Esq., Mayor of Summerside.
- 3rd. S. C. Knight, Esq., Mayor of Georgetown.
- 4th. F. W. Jardine, Esq., M.D., Mayor of Kensington.



**W. D. L. HARDIE, Esq.,**  
Mayor of Lethbridge, Alta.,  
New President of Union.



**SOME OF THE DELEGATES TO THE LONDON CONVENTION.**

The photo shows the arrival at Port Stanley—a distance of 24 miles from London—after travelling on one of the London Municipal Hydro Railway trains. The journey was completed in 36 minutes.

## Seventeenth Annual Convention of the Union of Canadian Municipalities

The Seventeenth Annual Convention of the Union of Canadian Municipalities opened at 2 o'clock on the afternoon of August 27th in the Tecumseh House, London, Ontario. The President, H. A. Stevenson, Esq., M.D., Mayor of London, was in the chair.

### ADDRESS OF WELCOME.

His Worship Mayor Stevenson, welcomed the delegates as follows:—"At this the first session of the Union of Canadian Municipalities, I have much pleasure in extending to this Seventeenth Annual Convention a most hearty welcome. We have about 60,000 people in the City of London. We were the pioneer city in Ontario to put municipal enterprises and public utilities into effect. There are many other reforms that have originated in this city and have affected, not only the city, but the whole Dominion. Our own line of railway running from here to Port Stanley we own and operate exclusively. It is a paying investment. We will show you over the line to-night.

On behalf of the City, I have much pleasure in extending to you the welcome of the city. The city is yours while you are here and any information you may wish when you go home we will be only too pleased to send it to you immediately upon receipt of your request. The Fire Department Car is at your disposal, which will take you to any part of the city whenever you wish.

We are the centre of No. 1 Military District, and we have had a lot of questions in connection with the militia, probably before other municipalities have had to deal with them. We have met the situation very judiciously, so much so that the Department at Ottawa have followed our suggestions.

The city is indeed proud that you should think of honoring it by holding your convention here, and the freedom of the city is heartily extended to you."

Mayor Hardie, of Lethbridge, replied as follows:—"I am delegated from the morning session to reply to Mayor Stevenson's address of welcome. It is a great pleasure to be able to be here to-day and to respond to Dr. Stevenson's very hearty welcome. We will go away from this town well repaid for our visit. This morning I was very much amazed to see the progress this city has made in twenty years. I do not know of any other city in Eastern Canada, excepting one or two, that has made anything like the progress London has made. I attribute this to good government, and the men London has put at the head of its affairs. They have done much in the way of paving and much that is greatly to their credit, showing that they are doing things. They are a people determined to keep pace with the great progress that Canada has made. London is a wonderful city.

### THE LATE MAJOR BAKER.

Mayor Burgoyne, of St. Catharines:—"I am sure that you were all shocked to hear to-day of the loss which the City Clerk of London (Mr. Samuel Baker), has sustained in the death of his eldest son, Major Horace Greely Baker, at the front, the news of which came so suddenly to him this morning, while making arrangements for this convention. Major Baker has made that sacrifice which so many others of our Canadian boys have made, and which only those parents in Canada, fathers and mothers who have suffered such losses can adequately feel for and sympathize with. I move a resolution of sympathy to Mr. Baker and his family.

**Motion:** Mayor Burgoyne, of St. Catharines, seconded by Mayor Hardie, of Lethbridge. The motion was adopted unanimously by standing vote.

The Committee on Resolutions was then formed in the usual manner, including the names of all the present officers, Mayor Hardie, ex-Mayor Lighthall, Controller Nelson, Mayor Burgoyne and all the other gentlemen whose names appeared on the list of officers or who replaced those gentlemen coming from the same municipalities. Besides there were appointed to the Committee by special suggestion, several other gentlemen, as follows:—Col. T. J. Mayberry (Ingersoll), Mayor Buchanan (Ingersoll), Senator Planta (Nanaimo), Mayor T. J. Patton (North Bay), Alderman Ryan (Three Rivers), Mayor Thurber (of Longueuil).

Re Toronto & Niagara Power Company Bill before the Senate Committee: A telegram was sent that the Union strongly supports the position taken by the Hydro Electric Commission.

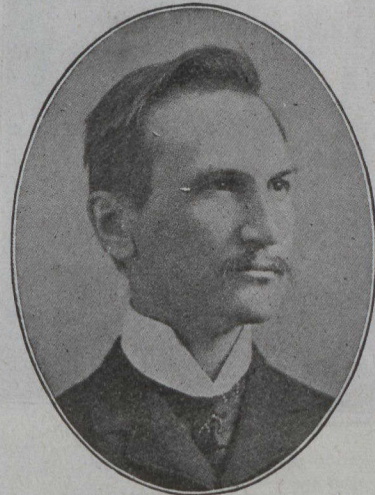
### REPORTS.

Report of the Hon. Secretary-Treasurer, Mr. Lighthall.

"The dark cloud of the world-war in its fourth year hangs over the Union, as it hangs over most other institutions, creating anxious difficulties and the gravest problems. Nevertheless, it demands of our municipal authorities that we meet those difficulties and problems as men, not complaining but setting to work with increased thought and energy to patriotically plan and act for the best in the affairs of our several communities. And we have before our eyes the daily example of those defenders of ours at the front whose high spirit of sacrifice we so revere and whose trials and successes are ever in our hearts.

In 1914 our Convention was held at Sherbrooke in those startling days of August when the undreamed Armageddon first fell upon a stunned and puzzled world. In 1915 conditions were so strained that the Annual Convention was dispensed with and replaced by a Special Executive Meeting at Niagara Falls. This was a mistake; it would have been better to have held a Convention. In 1916 Convention was held at Montreal under somewhat similar conditions. The programme was composed so as to largely take up war questions and afforded a useful opportunity for the cities and towns to compare notes of what they were doing in that and other respects. By conferring together light was thrown on these questions and several suggestions were the subjects of resolutions which were forwarded to the Dominion and Provincial Governments. Among others the Bond Dealers Association, and Mr. Bradshaw, of the City of Toronto staff, made valuable remarks. The full report of the proceedings published in the Canadian Municipal Journal is still useful and will always remain a historical record of these times.

This year the Municipal Parliament meets in a city fam-



W. D. LIGHTHALL, K.C.,  
Honorary Secretary.

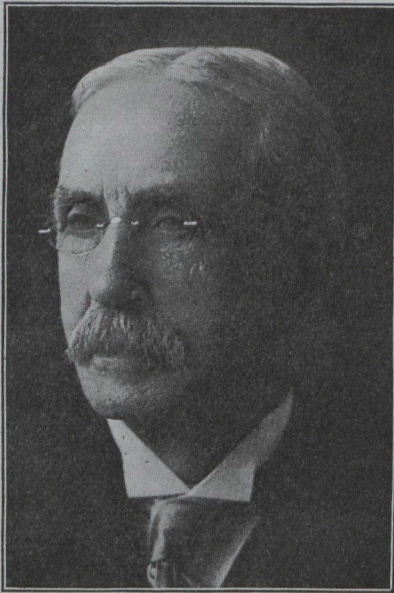
ous for its municipal achievements. It was here that in 1904, during the Mayoralty of Adam Beck—now the famous Sir Adam—the demand by the Union for government ownership of Canadian waterpowers, which had given rise to a special Ontario Hydro-Electric Union of municipalities, was launched by the personal, vigor and business genius of Sir Adam on that career of achievement which has made it one of the great economic demonstrations of the world. Nor is that the only municipal achievement of this city of pleasant homes, beautiful surroundings and general enterprise.

Among the movements in which we have taken a part during the past year was the meeting of mayors at Ottawa on October 14th, 1916 to ask the Government for measures to mitigate the High Cost of Living. A debate upon this subject appears upon our present programme.

A Town Planning meeting was held in Montreal on No-

**SECRETARY'S REPORT—Continued.**

vember 20th, but this serious subject unfortunately cannot in war times receive the attention it deserves. The usual good relations have been kept up with the National Municipal League, The League of American Municipalities, and the various municipal associations of the British Empire. Our own Provincial Unions have done good work which they will report for themselves. The Report of our Parliamentary Agent gives an account of the Ottawa legislation of the year. President Stevenson and I were called upon several times to take part before important sittings of Committees of the House. Besides appearing before the Cabinet on the High Cost of Living, I found it necessary to pay very close and active attention to the Revision of the Railway Act by a Special Committee, and not only to see to the protection of the valuable municipal clauses of the Act, but to obtain and place before the Committee views and requests of individual mayors and groups of cities and towns. All the lakeport and seaport cities, for example, were deeply interested in the clause to subject traffic by water to the Railway Commission; while they were opposed, of course, by the shipping men. Another was a proposed change of the definition of "lands" so as to include "easements"—the effect of which would have been, in expropriation matters, to permit all kinds of company expropriations of partial proprietary rights, such as the right of maintaining a wire across a city lot. This we energetically opposed. Several general telephone and power bills were amended so as to contain what are known as the "standard clauses" for protection of municipalities, a work in which great and constant aid was given by Mr. Claude



G. S. WILSON,  
Assistant Secretary.

Macdonell, M.P., of Toronto, now Hon. Senator Macdonell. I regret to complain that important cities are not sufficiently protected by their authorities and members of parliament on such occasions, and that I must not be expected to supply the deficiencies, as I can only give a certain amount of time and legal study to these strenuous pieces of special business. We also have to complain of lack of sufficient financial support, due to several important and wealthy cities, which receive our protection, making no contribution.

During the year, we have been pushing the questions of Uniform Municipal Statistics, and Provincial Departments of Municipal Affairs. Among other matters permit me to mention the appointment of our President, Alderman Leslie H. Boyd, of Montreal, to the chairmanship of the Dominion Grain Commission, entailing his resignation from our midst, and replaced as President by Mayor Stevenson, of London. We also have to record with the deepest sorrow the loss of that eminent and beloved municipal man, ex-Controller F. S. Spence, of Toronto, Honorary Secretary of the Ontario Municipal Association, now affiliated with us.

The large and interesting special "preparedness" number

of the Canadian Municipal Journal, recently issued, has been most favorably received throughout the country, and reflects credit on its editor, Mr. Frederick Wright.

The immediate future of the Union is satisfactory except for finance. We are striving to do our part faithfully in the Great War, and to back up by our efforts at home the valor and devotion of our heroes at the front. May God bless them, and we promptly and manfully supply them aid and reinforcements, and loyally care for those who are returning.

**Alderman Ashplant (London):** "You appear to have discussed several things with the Railway Committee, and among them one that dealt with the property rights claimed by certain corporations, such as the Bell Telephone Company. Was there any discussion at all in that connection at that time with regard to the Bell Telephone Company's position?"

**Mr. Lighthall:** "The Bell Telephone Company was not specially mentioned in connection with that matter, but was one of the companies applying for power to make these appropriations."

**Alderman Ashplant:** "They were not specially affected by this?"

**Mr. Lighthall:** "The Western Telephone Company was one of the special companies concerned, and I think it is really an adjunct of the Bell."

**Alderman Ashplant:** "I take it from the report that the net result of your interview with the Railway Company would be that so far as any claims made by the Bell Telephone Company are concerned they were not sustained by the Railway Commission."

**Mr. Lighthall:** "I understand so, but the discussions are not completed yet. The Bill is undergoing a second set of discussions before the Senate Railway Commission. Since writing my report, I find that that clause does not seem to be in quite as satisfactory a position as I supposed it was. I was under the impression that our stand had been fully conceded on this question."

**Alderman Ashplant:** "So that it may be taken for granted by this convention that there is still need for emphasis on these points by the local representatives of these municipalities?"

**Mr. Lighthall:** "Yes, great and immediate need. Very full reports have been issued showing what has been before the Commons Committee, and copies can be secured by writing the Secretary of State or the Railway Department. I am not sure whether the reports of what has taken place before the Senate Committee are yet out."

**Controller Nelson (Ottawa):** Mr. President, do I understand that this discussion is to prevent the Bell Telephone Company getting more powers and more privileges than they have?"

**Mr. Lighthall:** "That was one of the points, undoubtedly, that we were guarding against."

**Mayor Stevenson:** "I think the gentlemen here would like to know whether there has been any step forward in the cities getting more control of their own streets. The Bell Telephone Company now is supreme."

**Mr. Lighthall:** "That is not exactly the position. The present incident is the revision of the Railway Act. In 1914 the Act got almost as far as it is at the present time. The act was formerly not quite satisfactory in certain ways. There were some points which we wanted in the way of increased powers for the protection of cities and towns. In 1914 revision was done under the Hon. Mr. Cochrane and the legal work by Mr. Samuel Price, K.C., of St. Thomas. Mr. Price has since died. Other circumstances intervened at the time and prevented the Bill going through in 1914. Otherwise, we should have had this revised Railway Act in 1914. This year the Act, as it was suspended in 1914, was again brought before the House of Commons. Then all these discussions over different points, the improvement of the wording and the increasing of powers, were introduced on the form in which the Act was in 1914. In 1914, the Union of Canadian Municipalities and the particular cities concerned paid a good deal of attention to the Act and to its revision and had got it into what we considered a pretty satisfactory situation. On the whole, I think we may say that it is in that satisfactory situation as it stands, but there are one or two points this year that we are taking up specially. One of these was the question of definition of 'lands.' Perhaps the full effect of that

**SECRETARY'S REPORT—(Continued)**

was overlooked in 1914. We feel that, in expropriation matters, to define easements as lands, would be to permit a company to expropriate easements. This would be a very serious matter in cities and growing towns. We paid a good deal of attention to that point, and apparently we thought we had convinced the Committee that that change ought not to be made or, if made, ought to be made back again.

Another of the points was the question of whether lake boats, running from lake ports, should not be subject to the Railway Commission, as a railway line between these ports would be. Nearly all cities and towns which were seaports or lake ports were very interested in that question. I think that the Boards of Trade stood by the shipping companies and the point was thrown out.

I have said in my report that I wish that the principal cities had paid more attention to the Revision of the Railway Act. We were constantly notifying them of the meetings of the Committee. The city attorneys should have been looking after and protecting their cities. I, personally, have not time to do more than a certain amount of that kind of thing."

**Mayor Stevenson:** "Mr. Lighthall has been paying attention to the welfare of the municipalities, and is always ready to go to Ottawa. He has been working by telephone and telegraph to protect the municipalities, and I think we owe him a debt of gratitude for the work he has done this year. The Western Telegraph Co. had clauses in which they got by the Railway Board, but by the opposition we put up, they were taken away, and the municipalities got their proper rights. Many municipalities do not know what Mr. Lighthall has been doing to protect the municipalities against monopolists."

**Mayor Denton (Tillsonburg):** "I think that this is a very full and concrete account of what the Association has been doing during the year. I have much pleasure in moving a hearty vote of thanks to Mr. Lighthall, and move the adoption of the report."

**Mr. Lighthall:** "The President has been giving a great deal of time himself."

Motion seconded by Mayor Thurber, Longueuil.  
**Alderman Ryan (Three Rivers):** "The municipalities of the Dominion of Canada accept the report of Mr. Lighthall and the Union, and I think it is up to the municipalities to come forward and pay more than they are paying to-day."

Report adopted.

**FINANCIAL REPORT of the ASSISTANT SECRETARY (Mr. G. S. Wilson).**

Montreal, December 31st, 1916.

To the President, Officers and Members of the Union of Canadian Municipalities:

Dears Sirs,—Herewith I beg to submit my financial report, with statements in detail, and vouchers of receipts and expenditures for the year ending December 31st, 1916. Also is attached the auditors report.

Statement of receipts.	
Cash balance on hand January 1st	305.41
Bank interest	8.99
Fees from Municipalities	5,282.00
	<b>\$5,596.40</b>
Expenditures	
Cash balance	5,539.46
	56.94
	<b>\$5,596.40</b>

H. J. ROSS, L.L.A.,  
Auditor:

G. S. WILSON,  
Asst. Secty.

With my report of the financial matters of the Union, I want to acknowledge, with many thanks, the whole-hearted co-operation of the executive.

Again our good friend, Mr. H. J. Ross, chartered accountant and chairman of our special committee on uniform municipal statistics, has been good enough to supervise and audit our cash books, without charge.

**Alderman Ryan:** "The Secretary-Treasurer states that there are no liabilities.—Are any of the municipalities back in the payment of their fees?"

**Mr. Wilson:** "Yes, there are several. I have a full list here of all the municipalities who have contributed from the beginning of this union. Some years they omit to pay and other years they pay up. This last year, two or three important municipalities have not contributed their amounts. That has affected the finances of the Union."

Report adopted.

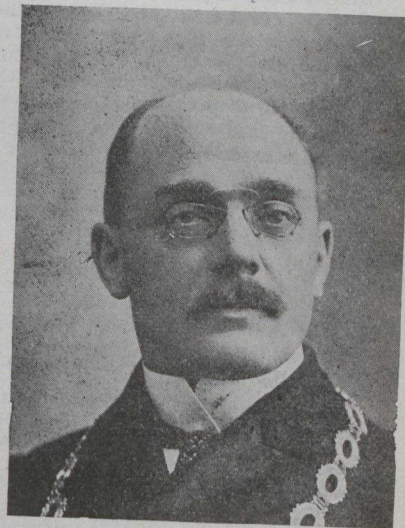
**REPORT OF PARLIAMENTARY AGENT.**

By FRED COOK.

"For the first time in the history of the Union I am not in a position to close my report on the work of Parliament, before the annual meeting convenes. The reason, as every delegate may surmise, is that Parliament is still in session, and important legislation affecting municipal interests yet remains to be disposed of.

The legislative piece de resistance this year has been Bill No. 13, 'to consolidate and amend the Railway Act.' Three years ago, it will be remembered, a similar Govern-

ment bill was introduced into the Senate, and, by consent, referred to a Joint Committee of both Houses. Some progress was made with the measure and different interests were heard, including the Union of Canadian Municipalities, through the honorary secretary-treasurer, Mr. Lighthall, K.C. The Committee did not get to work, however, in sufficient time to complete its labors that session, and when prorogation came the measure was one of those which fell by the wayside. The same thing happened in 1915. Hon. Mr. Cochrane has repeatedly promised since that he would re-introduce the



FRED COOK,  
Ex-Mayor of Ottawa.

bill at an early date, but war legislation for two years has been uppermost in everybody's mind, and it was not until this session that the Minister of Railways was enabled to carry out his promise.

A different course has been pursued this year to that of 1914. Introduced this session first in the House of Commons the new Railway Bill was referred to a Special Committee of 26 members, of which Mr. J. E. Armstrong, member for East Lambton, was chairman. The fact that the bill was to be considered by a Special Committee of the Commons first, meant that when it reached the Senate the representations of different interests would have to be repeated. This is precisely what has occurred, and accounts for the fact that the measure is not yet through the Senate. I am not mentioning this feature of our Parliamentary system in the way of criticism. Both methods—Joint Committee or a Special Committee of either House—have their advantages and disadvantages, and it is within the wisdom of the legislators themselves to elect which system they prefer.

One of the most remarkable features in connection with the work of Parliament is the change which has come over the Committees in recent years. I can well recall, not many years ago, the impatience with which some legislators would listen to the representatives of public or private interests. All this is now changed. Nothing could have been fairer than the way the two Committees of the Commons and Senate this session have dealt with the varied interests involved. The Commons Committee held no fewer than 25 public hearings and every facility was afforded to those desiring to be heard to submit their views. A meed of praise is due to the Chairman of the Special Committee of the Commons, Mr. Armstrong, M.P., for the ability, fairness, tact and good judgment which he displayed in a very trying position.

Speaking generally the new Railway Bill greatly adds to the responsibilities of the Board of Railway Commissioners for Canada. The standard clauses protecting municipal rights which the Union fought for and secured a few years ago are, of course, included in the measure, strengthened in some degree through the representations of the honorary secretary, Mr. Lighthall.

Sections 373 and 374 are the two most important clauses of the Railway Bill from a municipal standpoint. With regard to the former it was explained by the chairman, Mr. Armstrong, that it had been held by the Privy Council that

### PARLIAMENTARY REPORT—(Continued)

"company" in the old Section 247 of the Railway Act was confined to "railway company," and that "power" companies, etc., which were given powers in their special Acts to construct upon highways, could, where there was no restriction in the special Act, do so without municipal consent or leave, and without being put upon any terms or conditions. Old Section 248, sub-sections 2, 3 and 4, put certain limited restrictions on the construction of telephone lines, distinguishing between highways in cities, towns, and villages, and highways in other places; and between long-distance or trunk lines, and other lines. The amended bill enlarges the scope of the section. Further, provision is made that a company may not cut down or mutilate any shade, fruit, or ornamental trees, for the purpose of running its lines or wires, without ten days' notice to the owner of the trees. The Board of Railway Commissioners is made the arbiter in these matters, and if the Board forbids the cutting down of any shade trees the order is final.

Section 374, while presently applicable to the city of Toronto, is made general in its scope. It is designed to remove obstacles in the way of the full development of the Hydro-Electric System in Ontario. The clause was bitterly contested both in Committee and the House of Commons and was just as warmly endorsed by many municipal representatives. The lobby in the Senate of the Electrical interests of Toronto was the most formidable in recent years. At the time of writing the Senate has not yet reached its decision, but one may reasonably hope that the members of the Senate Railway Committee will protect the rights of the municipalities.

The telephone interests also, at the time of writing, have a strong lobby out urging compensation to the Bell Telephone Co., for connecting up with rural lines. The Senate Railway Committee has not yet reached a conclusion upon this point.

Private bill legislation was again light, there being only five applications for the incorporation of new railway companies and eighteen for amendments to existing charters. The standard clauses were duly embodied in the new incorporation bills.

The bill to incorporate the Eastern Telephone and Telegraph Company, which was authorized to do business in any place in Canada east of the Province of Manitoba, was brought under the provisions of the Railway Act, so that the municipal protection clauses will apply.

The measure to incorporate the Cascades Scenic Railway Company, as originally introduced, would have given authority to construct scenic or funicular railways in any province of Canada, without provincial or municipal con-

trol. There was vigorous opposition, at the instance of the U. C. M., to this feature of the proposed charter, and, as passed, the company's powers were limited to acquiring, owning or operating scenic or funicular railways in any Dominion Park in the Provinces of British Columbia and Alberta. The primary object of the bill is to secure the construction of an incline railway up the face of the Cascade Mountain in Banff Park.

There was some controversy over the bill respecting the Toronto, Hamilton and Buffalo Railway Company, which authorized the Company to enter into agreements or arrangements with the Michigan Central, Canadian Southern and Grand Trunk Railway companies. This was really the extension of an existing agreement to which the town of Dundas was originally a party. Through its Mayor, Mr. Dickson, the town council strenuously objected to the extension of the agreement, without its consent. The interests of Dundas were protected by the T. H. and B. Company being compelled to drop all the clauses relating to Dundas, thus leaving the way open for a new agreement with the municipality.

The Grand Trunk Pacific Branch Lines Company sought an extension of time for the completion of six of its authorized lines. The city of Brandon, which for some years has been looking forward to the trains of the Grand Trunk Pacific entering the city, was anxious to secure a peremptory order to the Company to continue track-laying, from its present terminal point just outside the municipal boundaries, into the heart of the city. Both Mr. Lighthall and myself devoted a good deal of attention to this application before the session, the more especially as the city of Brandon, in striking contrast to neighbouring cities, has been such a loyal member of the Union. From the outset, however, we realized the difficulty of securing a positive order to construct the desired line, considering the state of the money markets of the world and the financial requirements of the Company itself. The Railway Committee, as anticipated, took the view that the time was not opportune to enforce railway construction, but as a compromise it caused a special clause to be inserted in the bill requiring the Company to have the line in question completed and put in operation within three years after the passing of the Act. The usual time, as those familiar with legislation know, is five years. Failure on the part of the Company to carry out this clause nullifies entirely the charter of the six branch lines mentioned in the Statute."

Respectfully submitted,  
FRED COOK.

Controller Nelson, of Ottawa, seconded by Mayor Burgoyne, of St. Catharines, moves the adoption of the report, which was carried.

## How Municipal Councils Can Help to Win the War

### CO-OPERATION BETWEEN THE FEDERAL AND MUNICIPAL AUTHORITIES TO PUT INTO PRACTICE ALL WAR MEASURES.

#### RESOLUTION.

That since no general system yet exists in the Dominion linking the authorities of the Federal Government with the Municipal Councils to help to put war measures into practice, the Union of Canadian Municipalities in Convention assembled respectfully recommends to the Federal Government that steps be taken for better co-ordination of these authorities with a view to winning the war, and to preparation for after the war.

Mr. Lighthall: "We wish suggestions from the members of this Union on what Municipal Councils may do to help this country to win the war. We should like to hear from the different municipalities and how they are carrying on the work, and what they have done."

Mayor Burgoyne: "I feel that in some respects Municipal Councils might have done a great deal more in Canada than they have done. I have often felt that when we consider the responsibilities that are placed upon and the privileges that are granted to the Municipal Councils in the Old Country, that, in Ontario, our powers are often restricted, and we are not given the opportunities and responsibilities that are placed upon municipal councils in Great Britain. I think that their system of continuity of service has placed their municipal councils in a position to do more for the country in many respects than we could do in Ontario. As Councils, we have not had very many responsibilities placed upon us in Ontario. We have con-

tributed to the Red Cross funds out of the Civic Treasury, but, in most cases the patriotic work has been carried on by campaigns. No doubt, in many municipalities much has been done, this last season, in the way of garden lots and backyard gardens, but as to the campaign for war loans, our Councils have not had any responsibility nor been requested to do anything."

Mr. Frederick Wright (Editor of the "Canadian Municipal Journal"): I would like to point out that since the war opened, certain war measures directly affecting the citizens have been passed by the Federal authorities. These measures up to now have not worked out very successfully, evidently owing to the lack of proper machinery to put them into force or practice. In Great Britain the Imperial Government sought and secured the co-operation of the municipal machinery with splendid results, but our own municipal machinery, as far as national service was concerned, has been lying fallow, because the Federal authorities have not had the wit to seek its co-operation. I know that some politicians will not believe me when I state that the best governing machinery in this country is the municipal machinery. But such is a fact, it being the more perfect, though far from perfection. It is quite true that the municipalities in the Old Country are under the jurisdiction of the Local Government Board, but to a limited extent only; yet the English councils are acting as the local administrators for all the departments in any war measure, and it seems to me that if the Federal Government were to seek the co-operation of the Canadian councils, through this Union, then something would be done.

## WIN-THE-WAR—(Continued)

The Food Controller has ordered that Tuesdays and Fridays be beefless and baconless days. How is he going to put this order into force without the co-operation of the local authorities? He cannot do it. These general remarks are given with the hope that some practical suggestions may come out of the discussion.

**Mayor Hardie:** Mr. Chairman. This is a very large subject indeed. I do not agree with the gentlemen who have spoken before me. I believe that this is a responsibility that devolves on the Federal Government, and not a responsibility that devolves on the local Government. We have not got the machinery such as they have in the Old Country. It has not been matured. You will throw the load upon those who are already doing more than their share. We are all working on the Red Cross and Patriotic Funds. Now, I consider that the Patriotic Fund is one of the most unsatisfactory things going around Canada to-day. The Government, instead of giving the dependents of soldiers \$20.00 as a recompense, should give them \$30.00, and do away with the Patriotic Fund. I do not know that this could be applied to the Red Cross work. Most of us have relatives at the front, and we are anxious to see that our boys are well cared for and have lots of bandages and that sort of thing. With regard to the Patriotic Fund, I think it is up to the Federal Government and should be done by men who are being paid for the work.

**Senator Planta (Nanaimo, B.C.):** "With reference to the Patriotic Fund, I cannot agree with some of the remarks of the previous speaker. I would like to say that, as a member of the Patriotic Fund of Nanaimo, we have found that the work of our Committee is carried on most satisfactorily. It is a very popular thing to say "Let the Government contribute to the maintenance of the dependents of those who have gone to the war," but when you come to analyze it, it cannot be said that it is the proper system. Under the system of voluntary contributions we get money from all sources. We get money from people who, otherwise, would not contribute one single cent perhaps, not even by taxation through the Government. In the town where I come from, every man who is working in the coal mines has volunteered to contribute a certain amount of his wages each month. It is stopped by the Company, at the request of the men, and is handed over to the Patriotic Fund in a lump sum. The majority of these men would never contribute one cent. A large number of them are alien enemies. They are represented as Russians, but they are really Austrians. These men would not contribute a cent in any way whatever for Red Cross or any similar subscriptions which might be taken up from time to time unless they were, in a measure, obliged to do so.

It has been pointed out by Sir Herbert Ames that there are very large contributions being made to that fund by individuals of which the general public have no knowledge whatever. If the Government took over the work, of course they would tax everybody alike. I do not think that the work would be as successfully administered, if administered by the Government, as by the local organizations.

**Mayor Hardie:** "The Patriotic Fund I think claims that no person has a claim for patriotic money except by the will of the Committee. The point I rise to is this, that the City of Lethbridge was assessed \$40,000 for the Patriotic Fund. We paid the \$40,000 and have something towards the fund for next year. There are men there doing from fifty to sixty million dollars of business and who have only contributed \$5,000."

**Alderman Ryan:** "I agree with what Mr. Hardie says. I think this Patriotic Fund should be handled by the Federal Government. I believe that a tax should be assessed on every municipality and every individual in the Dominion of Canada. The machinery to handle the collection of these taxes should be the municipality. I know of certain cases where certain companies give a donation to the Patriotic Fund and they either tax the men or reduce their wages. It is for this reason that I claim that this is a matter for the Government. The Government is responsible for the keeping of the widows and children and looking after the men when they come back from the war. The Government should impose a tax on every individual and on every property owner and collect this tax through the municipalities. This will prevent men with an abundance of wealth giving only \$5,000 or \$10,000."

**Mayor Buchanan (Ingersoll):** "I agree, in part, with what Mayor Hardie has said, and also in part with what the other gentleman has said. I must say that it looks to me a ridiculous proposition that the Patriotic Fund should be raised in the way they have been raising it since the war began. My experience has been that the man who has amassed a lot of money is the poorest contributor in proportion. You do not have to look to the worker. The poor dressmaker often gives more than the man of wealth. At the present time the willing worker gives and the slacker hordes up his money and does not give."

**Mayor Burgoyne:** "I think we are getting away from the facts of the case. I think we all recognize that in the first place, if it had not been that this Patriotic Fund had been placed on a voluntary basis, it would not have been done at all. We go back to the beginning of the war. The Canadian army was considered the best paid army in the world. Then there was the separation allowance for privates and pay to a certain rank. Lieutenants and captains came in for separation allowance, but not from the Patriotic Fund. This has been an addition to help the soldier out which would never have been done at all if it had not been for the Canadian Patriotic Fund. On the whole, I think it has been administered carefully and judiciously. In our city, we have had contributions from Canadians on the other side of the line, we never would have had if it had not been for voluntary giving. Even the wealthy man would have escaped. Perhaps we will learn more about large incomes than we have in the past. Our Municipal Councils as they are constituted at present are the best means for doing a good deal of the war work."

**City Clerk Sampson (Outremont):** "Mr. Ryan stated that the Government should impose a tax for this patriotic purpose to be collected by the municipalities. I think that is a very important point. If the Government will impose a tax, why not use the present municipal machinery for the purpose of collecting it?"

**Mr. Ryan:** "If the Government does not use the municipalities for the collection of the income tax they will find it so very costly that there will not be any money left. I think they should use the municipalities who have already a machine for collecting taxes and the amount added to the ordinary tax bill."

**Mr. Lighthall:** "Mr. President, I would like to ask how much the different municipalities represented here have given to the Patriotic Fund and other funds. I would like to see one gentleman rise after another and give us an idea of the total amounts raised for the particular patriotic funds."

**Mayor Burgoyne:** "In my city of St. Catharines, we have had three Patriotic Fund Campaigns. The first, in 1914, just after the opening of the war. That year, I think \$15,000 was given. In 1915 we had a Patriotic Fund Campaign and set out as an objective the sum of \$100,000—we raised \$140,000. The Municipal Council contributed nothing. Of that \$140,000, \$11,000 was sent from two St. Catharines boys residing in New Jersey, Robert and David Mills. In May of this year, we set out an objective of \$150,000 and in three days we raised \$223,000, the City giving \$20,000, and the two St. Catharines boys repeating their contribution of \$11,000. I might say that in the last campaign we gave one-eighth to the Red Cross."

**Mr. Lighthall:** "I suppose, Mr. Mayor, that the city authorities were helping all these private campaigns as well as giving their own subscription?"

**Mayor Burgoyne:** "Oh, yes; individually."

**Mr. Lighthall:** "I would like to hear some other cities tell how much they have given as cities and in private campaigns."

**Mayor Hardie:** "Mr. Chairman, I do know now exactly what the figures were in the first year. The second year we were asked for \$35,000 which was provided. In the third and last campaign we were asked to give \$35,000. We contributed \$40,000. In addition to that, I think we have given from \$10,000 to \$20,000 a year for Red Cross work."

The resolution, moved by Mayor Burgoyne, seconded by Alderman Ryan was adopted.

## High Cost of Living and Remedy.

### Cost of Living Tribunal for Canada.

#### RESOLUTION:

"The Union of Canadian Municipalities, assembled in Convention this day, in London, Ontario, respectfully recommend to the Federal Government the appointment of a Cost of Living Tribunal, or Commission, somewhat similar in principle to the Dominion Railway Commission, to control and regulate virtual monopolies of the necessities of life, with the authority and independence of a judicial tribunal.

"That such Tribunal or Commission include in its jurisdiction all questions relating to prices of goods complained of by municipalities as monopolistic."

**Mr. Lighthall:** "The Cost of Living Tribunal is a suggestion of my own. We had a cost of living delegation before the Dominion Cabinet during the past year and various representations were made to the Dominion Cabinet that the cost of living was getting away beyond the means of the worker. Serious representations had been made from time to time, from different quarters, largely from manufacturers who are specially sympathetic towards their workmen. At that time I made this suggestion, that there be a Tribunal, like the Dominion Railway Commission, to look up this question and to conduct the Tribunal as a Court of Justice ready to hear both parties. The Commissioner would be appointed for life or for a long term. The Dominion Railway Commission has worked very well along the matter of railways. It was an experiment, but has proved that it is equal to the difficult questions that were to be considered and as a mediator from the point of view of a Court of Justice between the public and large corporations.

In seeking for a remedy for the high cost of living there was before us the success of the Dominion Railway Commission and it struck me that that was one thing that we might look into. The Government have not looked into that question—they have been too busy with other questions and at the same time prices have been increasing. I thought this proposal of my own seemed to be the only way that I could find to meet the question. I have ventured to put my suggestion in the form of a resolution and I suggest that this be criticized by the gentlemen who are present here. I would like to hear what you think of it. I am pretty well convinced that that is the way to do things. We have appointed a Food Controller at the present time. He has a lot of difficulties to deal with and he is trying, by proclamations, to get something done. I do not believe such a complicated set of difficulties will be solved by a single Food Controller nor by anything but a court, something similar to the Dominion Railway Commission.

**Mayor Buchanan:** "I note the resolution before the meeting to-day. I was amused to hear the great desire the manufacturers had to work for the workingmen. The only way to reduce the high cost of living to-day is to relieve Canada from being one of the worst trust-ridden countries in the world. The steel and other combines running through this country are terrific."

**Mr. Lighthall:** "How are you going to get the combines to stop doing this. Trusts and combines seem to be the natural tendency of the age. We have laws against it which are dead letters on the Statute books. I do not see any remedy except such a Tribunal, before which you can bring the difficulties."

**Mayor Buchanan:** "My suggestion is that the Union of Canadian Municipalities, if they realize the difficulty, should pass resolutions to ask the Government to enforce the laws."

**Mayor Burgoyne:** "I think we would be moving in the right direction in getting a Tribunal of this kind. In the paper trade of this country we have had an example this past year of what a Tribunal can do when they are properly approached and the facts laid before them. A very large increase in the price of paper was threatened in the latter part of 1916, an increase which would have brought the price of paper up to \$3.00 per hundred at the mills and the freight added, would be an increase of sixty per cent. Representations were made to the Finance Department at Ottawa and instructions were given by the Commissioner who was appointed to look into this paper situation with the result that the price was fixed at \$2.50 per hundred. It remains at that to-day. There is a monopoly, no doubt, in the paper manufacturing business, but the Tribunal at Ottawa fixed the price."

**Alderman Ryan:** "If you are going to have a Tribunal the same as the Railway Commission I would suggest that it be a Commission to investigate the high cost of all commodities. In regard to the trusts and combines, I do not think there is a possibility of doing away with them. There is a possibility of controlling them and finding out what price they should sell paper, steel or anything else at. We should be able to call on somebody who would settle this matter for us."

**Mayor Hardie:** "Has not Mr. Hanna the power?"

**Alderman Ryan:** "I do not think he has."

**Controller Nelson:** "The other day at a meeting in Ottawa there was a large deputation from all over Canada of retail merchants to get the Government to the very thing you are now asking. I saw the Bill on Saturday and it will be presented the House this week for discussion. I would like you to add to that resolution that not only the necessities of life but all commodities in which the citizens deal would be under the Commission, as well as anything the city wants to buy, such as tile pipe, fire hose, etc. We all know that there are only three or four brands of fire hose the Fire Underwriters will allow us to buy and we know that the price will be the same as we paid the other day. There is no place to investigate these things. I intended to introduce a motion to add to the powers of the Minister of Labor and he advised me that it would be a good thing to do. I think it is in order for this Convention to ask the Dominion Government to add to the powers of the Department of Labor. As it is to-day, he has only power from the Privy Council to investigate the cost of living, food, etc. We were, in Ottawa, using Scotch pipe at a very little advance over Canadian pipe because we were convinced that it was better. We got a little Scotch pipe in 1915, a very little in 1916 and this year, of course, we could not get any. We are paying in Ottawa a good deal over one hundred per cent., nearly one hundred and fifty per cent., for pipe more than we did two years ago. Something has got to be done very soon. If they can get hold of the type of men on the Railway Commission, they should pay them well and appoint them for a term of years. I think the Dominion Railway Commission has done wonders. I know we have found them a help in getting what we could not get otherwise. In the City of Ottawa we have only exercised our prerogative once. We asked Mr. O'Connor, the special Commissioner of the Department of Labor, to investigate the price of milk. I think he was very fair."

**Mayor Hardie:** "I do not think any Commission or Board will act quickly enough to deal with the food question in this emergency. It would be a good thing to establish in the time of peace, but there is something wanted now that will act quickly."

**Alderman Ashplant:** "We are discussing this question of high cost of living tribunals, but this still leaves the questions of food controller and trusts and combines untouched. There are other sub-heads for discussion. I would suggest that we take up the questions as set out on the programme."

**Controller Nelson:** "This Bill will be introduced in the House this week along that very line."

**Mr. Lighthall:** "I am very glad to hear the news from Controller Nelson. I have been pestering the Government for this very thing. Would this clause suit you or would you like it to be altered to provide that such Tribunal or Commission include in its jurisdiction all goods required by municipalities for municipal use?"

**Controller Nelson:** "What I intended to introduce was that these powers be added to those already exercised by Mr. O'Connor. He cannot investigate anything other than food."

**Alderman Ashplant:** "I would take it that the intention is that the Tribunal will deal with prices of all commodities."

**Alderman Ryan:** "Suppose there is no complaint. This Commission should not have to wait for complaints from a municipality."

**Mr. Lighthall:** "The first part does not rest on complaints; it is the second part only."  
Resolution adopted.



## UNIFORM MUNICIPAL ACCOUNTING.

## RESOLUTION:

That the Union of Canadian Municipalities notes with satisfaction the continued study of the question of introducing Uniform Municipal Accounting and Statistics by Mr. R. H. Coats, the Dominion Statistician along lines as recommended in the Union's Reports on Uniform Municipal Accounting and Statistics, and offers once more all the support in its power towards this greatly needed reform.

**Mr. Lighthall:** Some several years ago we went into the question fully and we had a highly complete report issued by the Special Committee after about a year and a half's work upon the best method of introducing such a system. That report has been approved by all statisticians in Government office, both Dominion and Provincial.

Resolution adopted.

## MUNICIPAL TRADING.

**Alderman Ashplant:** "I have a point or two in regard to section (d) of the High Cost of Living programme, and in regard to the enormous plus charges now assessed against the consumer on practically everything that he buys at the retail store. If you look at Dundas Street in this city and other streets in other municipalities you will find that in the centre of the city you have the retail trade and practically the whole of your city is made up of retail stores. The possibility of municipal stores doing the whole of the distribution of the manufactured products that come into the city should be considered. London could be more efficiently served by say eight splendidly equipped departmental stores than it is now with its hundreds of stores."

**Alderman Ryan:** "Mr. President, Mr. Ashplant's suggestion would be ideal if it was possible to come to that. I do not think that there is any possibility at the present

time of arriving at municipal trade in that regard. The wholesale store adds cost to the article. That may be true, but there are lines of goods that the wholesale buyer has to get from Europe that a retail buyer cannot get. I think the time has arrived when the municipality can go into the distribution of bread, ice and coal. I have suggested it in my own town. In our town we have 20,000 population. We have six bakers. The whole health of 20,000 people is in the hands of these six men in regard to bread. If necessary why not take these six bakers and make them distributors. Let them come to the municipal plant, get the bread and distribute it. The same is true about milk. A child is brought into the world. Why let it die from the effects of impure milk. These are matters that I think that the municipalities of the future should deal with, but to go into the field of dry goods, boots and shoes, etc., I think we had better leave it alone."

**Mayor Stevenson:** "We have the same thing in regard to the hydro here. Our light has been cut down from ten cents to one and a half cents a kilowatt. We used to pay ten cents for light and now we pay one cent and half a cent."

**Deputy Minister Bayne,** of Saskatchewan: "Are we through with the reference dealing with municipal trade? I wish to add to the discussion that, while what Alderman Ashplant presented to us in a very attractive way would be an ideal condition, it would hardly be practical, particularly at this time when municipalities have hard work getting rid of their debentures at a reasonable price and will have a harder time in competition with the Dominion war loan, as far as I can see from the western viewpoint."

(For Paper and Discussion re Dominion Bonds vs. Municipal Bonds, see our Financial Section).

Resolution of Mayor Hardie re Pensions for all ranks to be equal. Referred to the Resolutions Committee.

Adjourned.

## Monday Evening---Banquet at Port Stanley

## Under the Chairmanship of the Mayor of London.

**Mayor Stevenson:** "On behalf of the City of London and for those who were not here this afternoon, I have much pleasure in welcoming you here this evening.

"You are on the property in which the City of London has a most vital interest. The road on which we brought you down to-day is part and parcel of the City of London. This is the second banquet that has been held here in this pavilion. This and all properties around belong to the City of London.

"We brought you down here on the first evening so as to show you what hydro radials might do and what it is doing for our City and for this Province.

"On behalf of the City I have very much pleasure in welcoming you.

"I shall ask Mr. Lighthall to say a few words."

**Mr. Lighthall:** "Mr. President, Ladies and Gentlemen:

"We represent all parts of the Dominion but we all have one thing in common this evening — our delight and our pleasure in thanking you for your kind hospitality.

"I am, I suppose, a municipal enthusiast and find special delight in things accomplished by municipal men. I sometimes think that life is made up of simply a series of dreams, and on being taken over the City of London to-day—the great power house which we were shown, the railway with its rapid speed and its beauty of equipment, the wonderful development we see around us at this instant and what we have been taken over at the Port Stanley beach—I feel that we are in the midst of one of the great dreams of which life is made up, that we are in an atmosphere almost unreal and too wonderful to be that of every day.

"In 1904 I was here with the Union of Canadian Municipalities. In those days there was nothing of the great

Hydro Electric Commission and its wonderful work. Everything in those days was still unthought of but a few men did have dreams of what might possibly be by the development of our great water powers in the hands of the people to whom they belong. Some of us felt that these were slipping out of our hands into the hands of monopolists and that the people would never get what they ought to get from them. The Union of Canadian Municipalities was organized very largely to try and combat this apparent drift of events; and those who took part in it, the municipal men of those days, and there were quite a lot of us who had the same idea, had a dream which we considered we could scarcely ever see accomplished, a dream of the good things that could be wrought for the people by this wizard power and other powers.

"In 1904 we met in the City of London and there was one practical man in London who took hold of the dream, and he has realized it. I refer to the gentleman, it is unnecessary to name him, my neighbor on the right, Sir Adam Beck. I consider him one of the most remarkable men produced by any country in any age. Sir Adam Beck was then Mayor of the City of London. He took hold of the dream we had and he has brought it to pass together with the many other things leaning into every department of life that we have been shown to-day. Now, Mr. Chairman, it remains only for me to acknowledge the accomplishment which he and the loyal community of London (because he could not have brought it about without a population so intelligent and so loyal as that of this city) have achieved.

"I have also, sir, the pleasant duty which I began, to thank you, and the citizens of your city, and the aldermen of your town, for the kind hospitality which has given us this great treat."

**BANQUET AT PORT STANLEY—(Continued)****MUNICIPAL GOVERNMENT IN THE WEST.**

**Deputy Minister Perrie, Alberta:** "I have been very pleased indeed to receive and accept the invitation to attend the Annual Convention of the Union of Canadian Municipalities.

"The first thing I must mention is the hospitable treatment I have received from the citizens of London. It reminds me that the City of London is called The Forest City. The old pioneers of London told me in the early days of the hospitality of the people who settled in the forest, so I understand now why London is called The Forest City. They have the hospitality of the old pioneers of the forest days. It has also brought to my mind an incident recently experienced by myself in part of our own province. We have as you know woods in part of the province, the west part is wooded country. A short time ago I was travelling in that country far up on the ridges of North Alberta, far from any railway, and we were looking for a place to stay all night. There were no hotels there and it was practically new country and was right in the woods. Finally we came to a log cabin among the pine trees. The owner of the cabin was absent from home. He had gone, we learned afterwards, to serve his country, but the hospitality remained. He desired to leave his cabin so that it might be of use to wayfarers such as ourselves. The door of the cabin was shut and locked, but the key was hanging on a nail near the door, with this placard underneath: "Please lock the door when leaving my house." The inference was only too plain so we used his cabin and were only too thankful to have the use of it. So we have here in the splendid welcome given us by the City of London, a real forest welcome and a welcome we would expect from a city rejoicing in the name of The Forest City.

"Speaking of what we hear and see at your Municipal Conventions in the east, it has been my pleasure, during the last few years, to attend some of your Conventions, and I have found them both interesting and profitable. All your experiences are of use to us as you have already gone over the road on which we have only recently started. You started on your municipal career long before there were any municipalities in what is now the Province of Alberta. Therefore, your mistakes or troubles are so many milestones to direct us in the way we should go. So that it is always a pleasure and a profit to attend and listen to your deliberations.

"We have in the Province of Alberta varied forms of municipal problems to deal with because of the character of the country. We have in the eastern part of the province municipalities of the grain growing farming country. In the foothills we have the mining towns and large mining camps. We have also places and towns where the principal industry is lumbering. In our farthest north municipality at Peace River Landing, being 500 miles north of the international boundary we have a new problem. At Peace River Landing one of the problems we have to deal with relates to the fact that Peace River Landing is the headquarters of transportation by boat on the lower branches of the Peace River.

"I find that you have all come through municipal problems which are along the lines upon which we have started out. We have to meet the problems in the future, which you have already met, by the growth and development of our country and the continued increase in the number of municipalities and their progress.

"Now we might speak further of the conditions as we have them in Alberta and of our natural resources and so on, but that is hardly in keeping here. We have a heritage in Alberta as you have in any part of Canada. Our great problem now is not to consider our heritage, but to protect it, and the one great thing now before us, and I was glad to see it so well brought out in the discussion at the Convention to-day, the one great object now is, and we are all working with that object in view, to protect that heritage and leave it a free country to future generations and one in which all may have every liberty."

**CONSERVATION OF FOOD.**

**Mrs. David Williams, London:** "I have been asked to say a few words with regard to the conservation of food.

"About a month ago I was one with three or four others sent down from London to attend the Association in Toronto under the Food Controller. There were many things spoken of there, but what stood out in my mind were three main things. First, that we should produce; second, that we should conserve, and third, that we should see that there was no waste. They told us that the first was pretty well on the way, that the harvests were full and in, but we

had to look after the conservation of food. They told us there were three or four things we should conserve, the first was wheat. The Committee claimed, I think, that we could supply eleven hundred million bushels per year between ourselves and the United States. We together could produce six hundred and forty million bushels, so there were still four hundred and sixty million bushels and that had to be made up by the people of Canada and the United States doing with that much less than we had been accustomed to. The subject of beef and bacon was dealt with. They told us we had to conserve to the extent of about one-third of these two things. There were many other things spoken of but from what they said there were these three things that we should really keep in mind and see that they should be conserved before anything else. The last was that there should be no waste. They said that about \$700,000,000 waste went into the garbage pails of the United States every year, and \$56,000,000 into the garbage pails of Canada.

"When we came back we called a meeting of the Women's Association in London, we met with them and formed a Central Committee. We told them to go back and talk of what they had heard.

"Later on we intend to have a campaign and to visit every housewife in London. We also formed our Committee to start that campaign and now we are waiting to hear from the Government and get the literature necessary to start the campaign. I believe this to be a universal campaign through the whole Dominion. I think the Government has set September 17th as the date of that campaign.

"We think that this Union could be a great deal of help to us and we think we can help you too. If the men take what the women give them to eat, brown bread and two meatless days, we think that when our campaign starts we ought to do well, and on the other hand you can help us by going back to your different municipalities and telling them what we are tryin gto do."

**RESULTS OF PUBLIC OWNERSHIP.**

**Mr. Philip Pocock, London:** "I think that what you can see has been accomplished in London through public ownership is much more feasible and more convincing than anything I can say. I had the pleasure of showing some of the delegates through our pumping station and I think what you saw has been accomplished during the last three years is evidence of the splendid work accomplished by Sir Adam Beck.

"Before the advent of hydro in London we were paying 9 cents per kilowatt, now our highest charge is 2 cents with a following charge of 1 cent. We spent upwards of one million dollars. At the present time we have debentures outstanding amounting to several hundred thousand dollars. I think we show up to the beginning of the present year, a surplus of over \$250,000. This, of course, includes what we have set aside as a reserve. Even if we were to exclude the reserve, we have set aside, we have over \$150,000, a clean surplus for operation of hydro in London for the past six years.

"Now, Gentlemen, we started from nothing. In 1914 when we started to solicit business from the citizens of London we did not have one customer. We had the London Electric Company doing business here for the past twenty-five years. We had to fight our way every inch. We had to meet with a great many obstacles. We had to convince factories that had never used hydro that it was to their interests. We had also to induce them to put in electrical equipment which meant the expenditure of several thousand dollars.

"I am pleased to say that the City of London up to the present time has purchased from the Hydro Electric Commission over 8,000 horse-power. When Sir Adam Beck suggested to the City of London to obligate themselves to take 3,000 horse-power, they hesitated and most people thought it would be impossible to use that amount of power in the city. At the present time we buy from the Hydro Electric Commission upwards of 9,000 horse-power and are selling over 20,000 horse-power to the citizens, which has very much lessened the cost to consumers. At the present time our power rates to factories are very much reduced from what they were in the beginning. The agreement compelled them to pay in the neighborhood of \$29.00 per horse-power. At the present time the amount we are paying is \$21.00, a reduction of \$8.00 during these six years. Notwithstanding, owing to the tremendous demand that is made for power the Ontario Power Commission has had to go out and buy on the outside and pay \$9.00 for power that they formerly contracted for \$4.00, on account of the demand being so great, notwithstanding this, we are

**BANQUET AT PORT STANLEY—(Continued)**

to-day getting our power for \$21.00 and we are able to sell it more than twice over which makes very cheap power for the City of London. The smallest home in the city to-day is capable of taking Hydro power. We have over 10,000 customers in London. We have over 450 electric stoves in London at the present time and the average cost of lighting, that is taking in the whole city, is only about 75 cents per month for each householder. I might say that the average cost for operating electric stoves is about \$1.60 per month. It has made it more of a pleasure than work to cook with electricity because it is absolutely clean. Every lady who has an electric stove will speak much more highly of it than I can.

"Now Mr. Mayor, I do not wish to take up more time. I trust that the result of this Convention will be to further in a very marked way the progress that has been made, not only in Ontario, but in Canada."

**Mayor Hardie, Lethbridge:** "One particular class of performers I admire is that in which they practice what is known as legerdemain. Since I have been in London and have listened to the figures that these gentlemen have been putting up to me, I am constrained to believe that London is full of conjurers. I have heard it from so many and from such reliable persons that I suppose I must believe. I am of little faith I must confess and I am not yet satisfied but hope to satisfy myself before I leave London. I thought the gentlemen were simply making a mistake when they made the statement to-day, but we have come to believe that they are actually getting light for one-half cent per kilowatt."

"I want to say that I am glad that I came to London. I was here about twenty-two years ago. The town was small then compared with what it is now. There were no radials here then. In the last twenty-two years you have made as much progress as any city in the east, not quite as much as the cities in the west."

**Mayor Church, Toronto:** "I was very glad to be able to come to-day to the banquet of the City of London for two reasons. I may say that the City of London has the generous and warm thanks of the people of the Province of Ontario. It is a beautiful city and the home of public

ownership. It has one of the greatest, if not the greatest, statesman of the Dominion, Sir Adam Beck. He has done a great deal for the City of London. He has put London on Lake Erie. His work will be copied all over Canada. Sir Adam is our leader.

"Hydro is the people's own project. In 146 municipalities we spent \$64,000,000, and \$15,000,000 more will be spent on it this year. Hydro radials would mean the expenditure of \$25,000,000, making a total of \$104,000,000 Sir Adam is trustee for. He is beloved by the soldiers and returned men.

"The greatest fight against public ownership is now being waged in the Railway Committee of the Senate at Ottawa. The roving charter of the Toronto Niagara Power Company gives them power to go into every city or town of the Dominion of Canada and erect poles and string wires without the consent of the municipalities. Corporations should fight the bill. In 1902 the Company came to Parliament and asked for a special Act. In 1906 the general Railway Act was again revised and more standard clauses were put in. In 1911 the Company came into North Toronto and erected poles and wires. The Court of Appeal said they had no such power. The Privy Council decided the Company had the power without the consent of the municipality. In 1916 a clause was put in the Act to provide that the Company could not go into any municipality without the consent of that municipality. The bill passed the Commons with the clause voted on 9-3. The bill was passed to the Senate. The question is whether five or six corporations have more power than municipalities. It is a matter which concerns every municipality. A vote is going to be taken on next Wednesday morning at 10 o'clock in the Railway Committee of the Senate. A deputation appeared before the Senate the other morning and the municipalities were deliberately insulted. They simply laughed at the municipalities and, I am sorry to say, they got away with it.

"Had it not been for Hydro and Sir Adam Beck many would have had a terrible time with the coal famine last winter.

"I hope that to-morrow active measure will be taken by this Union. Mr. Lighthall has rendered most valuable services."

## A Hydro-Radial Railway

**Hon. Sir Adam Beck, London:** "Mr. Chairman, you have asked me to say something about the London and Port Stanley Railway. The London and Port Stanley Railway is one of London's public enterprises. It was initiated as a public enterprise in the early fifties when London was but a small unit and had a very small population to draw from for patronage for freight or passengers. It has been under the control of some railway for many years and latterly the Pere Marquette have been operating this railway. The purpose of this railway was to place London on the lake and to bring it in close touch, by an independent railway, with lake transportation. We all know that the great and wonderful transportation that the lakes and rivers of Ontario or Canada offer us are of little value to us, have been of less value but we hope in the consolidation by the people of Canada of the Canadian Northern Railway and the Grand Trunk Pacific that we will eventually secure some benefit of the cheap transportation that now is given the people of Canada from the head of the lakes to the Gulf of St. Lawrence. The railways control the harbors and we are absolutely, as far as lake and river navigation is concerned, in the hands of these railways. Absorb the railways and you make free to the people of the country water navigation. This is a very great problem and London realized that if they would become independent of the railways, so far as Port Stanley was concerned, they must assume control of this railway. They conceived the idea that they would electrify this railway. The lease having expired two years ago, a vote of the people was taken and, of course, there were great misgivings in the minds of some of the people, who were opposed to public ownership or municipal enterprise in the operation of public utilities in the City of London, and we give them credit. We must do them justice to believe that they were largely serious and earnest in their convictions and that they had a perfect right, as any

ratepayer has, to be guided by his own convictions and vote accordingly. However, a large majority of the electors of the City of London thought they would undertake the expenditure of electrifying this railway. Two years ago we began operation. Of course we began as amateurs and we admitted it. We applied ordinary business methods in working out this great problem on behalf of the City of London. A Commission was appointed who assumed that they were supposed to equip and operate this railway on non-partizan lines, that they should conduct it as a private enterprise would be conducted, that they would appoint such a staff as would be competent to serve the interests of the City of London. We have not been disappointed in the selection of the staff. I refer to the officials of the road. We were not in a position to pay large salaries. In my experience I have found that the men, whom we could not pay large salaries, were just as good workers, just as honest and just as competent as some of the older men who had by experience and success demanded large salaries. We must all begin at the bottom of the ladder and work up and the officers of the Port Stanley Railway have demonstrated to the citizens of London that they are worthy of promotion, that they could command larger salaries at this time, by their loyalty to the people, to the enterprise and to the members of the Commission and they have continued to grow with us. This great enterprise, small as it may be in mileage, has demonstrated to the people of the Dominion of Canada that even a railway may be operated efficiently by a corporation.

"The City of London has been able to demonstrate and make known to the people of the Province of Ontario and the municipalities that this railway in its first year of operation wound up by giving the people the cheapest railway rates on this continent and the best services on this continent. We have met and thwarted all competition from private enterprises and made it a highly successful undertaking. It has never been gainsaid that we have a

**HYDRO-RADIAL RAILWAY—(Continued)**

very good surplus considering the difficulties. The auditors are now in the offices of the Commission auditing our books. It is not fair or reasonable until that audit is completed, that we should make any statement. You all know of the great unforeseen difficulties we had last year, the enormous cost of material and equipment and the great increase in wages. We all know what the workman has to contend with and our sympathy must go with him. He must help the land to bear up and the country to bear up. He must conserve. It is only by joint conservation, joint economy and joint effort that we can really succeed in the work that is before us. We increased to the satisfaction of our employees, their wages from month to month and there is contentment among all employees of the London Port Stanley Railway. There is no such thing in the minds of the employees as strike, I am thankful to say. There is nothing in the minds of the employees but giving service and attention to the people, which service they are giving under the control of the Commission. This co-operation on their part has been a great help in the successful carrying on of this enterprise. We have other difficulties. We know there is an embargo on steel and our freight rates have increased because of that. Then to make matters worse, the first three months of the year we had, as you know, great ice difficulties, and the ferry was unable to land. Probably it made fewer trips than in any year of the history of the railway. Then because of the restrictions of passports on travel the Cleveland steamer did not run this year. We had no railway excursions to Port Stanley this year. Almost everything was against us. Then we had additional capital to meet on account of expenditures made at Port Stanley, new equipment, which was enormously more expensive, but had to be acquired to meet the interests of the public. Notwithstanding all of this you will find when the report of the auditors is brought down that the London Port Stanley Railway profits will be greater for 1916-17 by several thousands of dollars than they were in the successful year we had in 1915-1916.

"The passenger traffic on the railway for the last year in comparison to the first year of operation, is that 178,844 passengers more have been carried this year than last year, notwithstanding the unfavorable conditions of weather in the month of June and part of July, making it undesirable for the people to visit Port Stanley and patronize our various undertakings as a city. This room that you occupy to-day, these meals that are served to you to-night, the bathhouse immediately west of us, the pavillion at the corner of the board walk, the tea room on the hill and the incline railway are all being carried on by this Commission on behalf of the city, and have been managed by the staff of our railway in addition to their other duties. We increased our staff by one man to manage all these enterprises. The staff have thrown their whole hearted support into this to make these ventures of ours a success, and what is the result? The revenue exceeds the total expenditure by over \$7,000 up to date, which means practically that we will be able to pay on the total capital investment. Notwithstanding all the unfavorable conditions we had to cope with owing to untried people, with the great difficulty in securing labor and help, with the enormous cost of all food and giving the people real value for their money, a clean meal and a well served meal, a cheap meal and the best of everything the market will produce, we have an actual surplus.

"I know the success of the Utilities Commission of the City of London is due to the quality of the men who have served for the past fifty years ever since the waterworks was introduced as a municipal venture. They have served without fee or remuneration. This is why the utilities of the City of London have become and always have been an unqualified success and always in the public interest. Pure water, cheap water and I hope always a plentiful supply of that beautiful water, should be available to the citizens of London at a low price.

"Let me say to you municipal representatives that you have every reason to be proud of and have courage in municipal enterprises at this time. You have every reason to anticipate greater success in the future than you have had in the past. To-day Ottawa listens to all municipal representations. We will be disappointed if the municipalities' standpoint will not convince those in power at Ottawa that the people are in earnest on this question and that they mean to control their own enterprises.

"Mr. Lighthall has been a great help to the people of Ontario in securing legislation. I am sure that great good will come of that. If such men as Mr. Lighthall and the representatives of the municipalities here will stand by each other, we will demonstrate the world over that Canada is the leader on behalf of public enterprises and public interest."

**RESOLUTIONS.**

Three resolutions were adopted as follows, and copies wired to the proper authorities.

**Niagara Power Company.**

The Union of Canadian Municipalities now in session at London, Ont., resents the methods used by certain corporations to deprive the Municipalities of Canada of the rights to control their own streets, and protests against any changes by the Senate of Canada in the general act now before them, re the Toronto Niagara Power Company.

That the Union of Canadian Municipalities petition the Parliament of Canada to repeal the extraordinary rights and powers given this company in 1902, over, on, along and across the public highways of every municipality in Canada, which legislation was passed without the knowledge of the said municipalities and also granted extraordinary powers for the production, sale and distribution of electricity in direct opposition to the rights of the municipalities, and the people of Canada.

This Union also requests that the outrageous powers granted this company by the said Act of 1902, shall not be exercised within any municipality in Canada without the consent expressed by the by-law of the Council of such municipality.

This Union of Canadian Municipalities further requests the Premier, Sir Robert Borden, Sir Wilfrid Laurier, leader of the Opposition in the House of Commons, Sir James Loughheed, Government leader in the Senate, Hon. Frank Cochrane, Minister of Railways and Canals, Hon. Robert Watson, Chairman Railway Committee of the Senate, and the Honorable Members of the Senate, to stand by and protect the municipalities in this fight, and strongly urges the Federal Government to sanction the necessary changes in this legislation as it is an outrageous infringement on the rights of the municipalities of this country, and that copies of this resolution be telegraphed to the honorable gentlemen aforesaid, and to the Senate.

**Nationalization of the Railways.**

That, whereas the Honorable, the Finance Minister, on Wednesday, August 1st, presented to the House a proposal providing for the taking over of the Canadian Northern Railway as a public undertaking and paying for the common stock of the Company on a basis to be arrived at by arbitration.

And whereas the Honorable the Finance Minister on the same date presented to the House a proposal to loan the Grand Trunk Pacific Railway the sum of seven and one-half millions of dollars.

And whereas several public bodies representing the Municipalities of the Province of Ontario have passed resolution disapproving the granting of any further public aid to private railway corporations as being in direct opposition to the recommendations of the Royal Commission as well as being contrary to the will and best interests of the people of Canada,

And whereas in our opinion the taking over of the Canadian Northern Railway without including the Grand Trunk and the Grand Trunk Pacific would absolutely defeat the objects of Nationalization by continuing two disjointed inadequate systems which would make economy of operation and efficiency of administration absolutely impossible and would in nowise provide for any improvement to the lamentable condition of traffic congestion from which we have suffered in the past,

Be it therefore resolved:

That this meeting of Municipal representatives from all parts of Canada does strongly urge the Dominion Government to at once take such action as will provide for the Nationalization of the Grand Trunk and the Grand Trunk Pacific Railways now along the lines suggested in the

**HYDRO-RADIAL RAILWAY—(Continued).**

Drayton-Acworth report—to be administered by a permanent Board of Trustees absolutely divorced from political control, for the benefit of all the people of Canada thus providing for continuity of effort, economy of operation, efficiency of administration and the elimination of needless expenditure in the unnecessary duplication of lines at a time when all the resources of the nation should be devoted to winning the war.

**Objections to Lobbying.**

That the Union of Canadian Municipalities hereby directs the attention of Sir Robert Borden, and the Prime

Ministers of the various Provinces of Canada, to the lobbying now going on at Ottawa against the interests of the Municipalities of Canada, and the infringements of their rights by the Toronto Niagara Power Co. Act of 1902.

That this Union resents the way in which Municipal rights have been outraged by this legislation and respectfully requests the Prime Minister of Canada and the Prime Ministers of the various provinces to take such action in the premises as will secure either the repeal of this obnoxious legislation or ample provision that the powers of the said Act shall not be exercised within any municipality in Canada without the consent of the Municipal Council expressed by by-law.

**Tuesday Morning---Third Session, Masonic Hall, London**

Mayor Stevenson in the chair.

Mr. Lighthall: "The first thing is the report of the Committee on resolutions."

**Resolutions:**

- (a) Furlough for soldier after two years service and increase of soldiers' pay.
- (b) Advancing funds to bona fide settlers.
- (c) False declarations on income tax returns.
- (d) Mayor Thurber's resolution re national concord.
- (e) Greetings to the Ontario Municipal Association.
- (f) Greetings to Union of Nova Scotia municipalities which is at present meeting.

Some of these might be passed at once.

"I would suggest that the resolution requested by the City Council of Ottawa and which has been read should be passed at once by the Union."

**Equalization of Pensions.****RESOLUTION:**

Whereas the Canadian Army is composed largely of citizens taken from the ordinary walks of life. Therefore be it resolved that this Convention of the Union of Canadian Municipalities go on record as declaring for equal pensions for all soldiers of whatever rank, excepting in the case of professional soldiers.

Mayor Burgoyne: "I would like to hear some further argument from Mayor Hardie with regard to his own resolution regarding the equalization of pensions. I do not think it is a question we ought to decide here in five or ten minutes. It is a matter that is full of complexity. We would be doing an injustice to many in the Canadian Army. The Canadian Army is not altogether composed of workmen. There are many exceptional circumstances, and it does not seem to me that any rule could be adopted in regard to this matter."

Mayor Hardie: "This is a matter that I have given a great deal of thought to and I do not believe there is anything in the history of Canada that reflects so much to its discredit than the treatment that has been shown to the different classes of men in the Army. I know many who have given up good positions and have enlisted as privates in order to get to the front quickly. If it had not been for those who went over immediately we would not have had an army at the front until long after we did have. Of one hundred men I have in mind, one received a commission. He made it a condition that he would receive a commission before he went and he did not go over for six or eight months after the other boys had gone. Seven of those hundred boys are dead. He is still living. We all know instances of those who are officers to-day who have received the education to fit them for officers, from the Government and at the expense of the Government."

Alderman Ramsden: "As I understand it, the man who gives up a \$10,000 a year position gets no more pension than the man who gave up a \$100 a month position. I support the resolution of Mr. Hardie. I say, where there is equal service, equal suffering and equal fighting there should be equal compensation in the matter of pension. This is a democratic country and we desire our legislation to be along democratic lines and the boy who went as a private, whether he was earning \$25.00 a week or \$25.00 a year, whether he went as a private and was raised in the army afterwards, or whether he received a commission before he went is entitled, in my opinion, to the same amount of pension."

Mayor Hardie: "I think that for the same disability they should get the same pension whether privates or not."

Mayor Stringer: "Suppose a private soldier is killed in the war. His wife gets so much pension and she gets also

\$5.00 a month from the Government for each child under sixteen. Now an officer's child gets \$10.00 a month, twice as much as a private's child, until attaining the age of sixteen. I might say that we are fighting for democracy and I think we ought to try to stop all class legislation we possibly can. I have a boy at the front. He has been there two years. He left a position of \$1,500 and enlisted as a private. He was an officer in an Old Country regiment but refused to accept a position as an officer because he wanted to get to the front quick. There was another man in the same town earning \$2.00 a day before the war broke out and he made it a condition that he would receive an officer's situation before he would join and he was made a major. These two men, my boy and the other, are equal. I certainly do not think that the Major has any right to receive any higher pension than my boy."

Resolution adopted.

**Amendment to the Ontario Assessment Act.****RESOLUTION:**

That the Ontario Legislature be asked to pass an Act amending the Assessment Act, as follows:—

If at any time within six years after the date of making any assessment return pursuant to Section 18, it shall appear to the Assessor or Assessment Commissioner of any municipality upon such evidence as shall be to him sufficient, that the return or statement of income made by any person liable to make the same did not fully or completely set forth the income of such person, he shall enter upon the Assessment Roll of such year if the same has not been finally revised, and if so upon the Assessment Roll of the year next following, against such person an assessment for income of such amount as would have been placed upon the assessment roll for the year or years during which such false or incomplete returns of income was made if the same had shown accurately the income of such person and notice of such assessment shall be given by the assessor to such person, pursuant to section 49, and he shall have the same right to appeal therefrom as provided by section 69, and such assessment or the amount fixed upon any appeal therefrom shall thereafter be entered by the Clerk upon the Collector's Roll as provided by section 99, and may be collected from such person or from the executors, administrators, trustees or personal representatives of such person in such manner and by such processes as are provided by this Act for the collection of any taxes which are not a lien upon land.

The section shall be deemed to have been in force and effect from and after the 1st day of the month of January, 1912.

Controller Nelson: "Mr. President, in Ottawa men send in their returns for income tax accompanied by an affidavit. We find out when these men die, the only time you can find out, that they have not returned the correct amount. This year we have a new Assessment Commissioner. He finds out when the will is probated the amount of the income the man has been in receipt of. Very often the income has been very large and the return very, very small. I know of one case, the assessment showed an income of \$150 and the probate of the will shows an income of upwards of \$12,000 for the last fifteen years. We cannot, according to law, take anything of a man's estate if we accept his affidavit. We have to take the affidavit if the assessor thing there is nothing wrong. In the city of Ottawa we have had a great many complaints. Returns were sent back and sometimes came back doubled and trebled."

Resolution carried.

**TUESDAY MORNING—(Continued).**

**Deputy Minister Bayne:** "Should this not be recommended to all the provinces? We have, in the western provinces, an income tax, and while we perhaps have not many cities in which the wealthy prevaricator is so prevalent as in Controller Nelson's town, I think it would be a good thing to recommend to all the provinces."

Mr. Lighthall submitted a letter from Mr. S. Baker thanking the Convention for vote of condolence.

**Furloughs for Our Soldiers.****RESOLUTION:**

That this annual meeting of the Union of Canadian Municipalities earnestly appeal to the Department of Militia on behalf of the gallant remnant of the First Contingent, that splendid body of men who left the shores of Canada nearly three years ago, and for more than thirty months have so magnificently upheld the honor and fame of Canada on the Western front, that, so soon as new forces can be sent from Canada to take their places, be given a furlough of not less than three months, with an opportunity to re-visit this country if they desire.

**Mayor Hardie:** "I very strongly object to the resolution for the reason that we are interfering with military discipline."

**Alderman Risk:** "I quite agree with the speaker. It would not only interfere with the discipline of the army, but with the officials who are attending to this matter in the very best way they can. I think they are just as anxious to give our boys and sons a rest as we are. If they do not get it, it must be owing to the dire necessities they find themselves in."

**Mayor Burgoyne:** "It was merely a request from the mothers and wives of those who went with the first contingent to see what steps I could take to get their boys and husbands a furlough for three months after they had served two years at the front. I do not think it would be any harm to bring the matter to the attention of the Militia Department."

**Alderman O'Neil:** "I cannot agree with Alderman Risk. I am in sympathy with the men. It is perfectly right and proper that we should express ourselves. I know of one case of a boy who wanted furlough and could not get it. He had two brothers killed and had been there two years. There are many others. There is no objection, I think, to this Association sending their motion to the Militia Department that they would be pleased if furloughs were granted."

Resolution carried.

**To Increase the Pay of Soldiers.****RESOLUTION:**

That it is the unanimous opinion of the Union of Canadian Municipalities, in Convention assembled, that in view of the increased cost of living, it is necessary and advisable that the pay and separation allowance of all Canadian soldiers be increased to an amount double that at present paid.

That it is advisable that the Dominion Government take steps to grant, as far as possible, to all soldiers who have enlisted in the Canadian Contingents, and have served two years or over, a furlough of three months.

That a copy of this resolution be forwarded to the Government of the Dominion of Canada, with an urgent request that steps be taken without delay to carry its recommendations into effect.

**Mayor Burgoyne:** "I did not have time to prepare this resolution this morning. The principle is that at the time that the army was enlisted, three years ago, the pay was made \$1.10. Since that time we know that in Canada all prices have raised in every department of life and the cost of living has increased. Many of the men have dependents. The cost of living has increased, but there has been no increase in the pay or separation allowance. The people of Canada are the employers of these men at the front. We should, voluntarily I think, give them an increase in their pay so that when they return, if they are single men, they will have a little more capital to go into business, and if they are married men it will give their families something with which to meet the high cost of living."

**Alderman Ramsden:** "I think possibly I am the first man in Canada that brought this to the attention of the people of Canada. I think it is the proper thing for this convention to take hold of and to pass upon. We know that the men are not getting what they should get. We know that there must be pangs of conscience when people see some of the children of these men who have gone to our schools not very well clothed, practically with their toes sticking out of their shoes, while their fathers at the front

are in the same condition while men who are making munitions are getting four or five times as much per day as the boys are getting at the front. The Patriotic Fund has been the only thing that has saved our soldiers' wives and children from absolute penury. I would not care if the patriotic fund was absolutely done away with. We should have conscription of wealth. Canada is prosperous for the reason that we are in the war, and the men who are making that prosperity are the poorest paid."

**Mayor Bowlby:** "They are miserably paid and some of the families left behind are in absolute want. I trust that these conditions will be altered and that the Government will see their way clear to give them something commensurate with what their brothers are receiving here in munition work."

**Mr. Wright:** "There is one phase of this subject that I think is very important. Soldiers come back from the front greatly out of funds, the patriotic fund is stopped, and it is sometimes three or four months before they get any pay from the Government, with the consequence that they and their families are soon reduced to absolute destitution. I know of a number of such cases in Montreal. It seems to me that if you are taking up this subject the resolution should so be amended to cover this shortcoming."

**Mayor Hardie:** "In the Province of Alberta a man is not deprived of his pay until he gets his pension."

**Mr. Lighthall:** "That is the new rule under which things are now being carried on. It is intended to cover the difficulty Mr. Wright mentions."

**Mayor Bowlby:** "If it has been altered, it has not reached Brantford."

**Mr. Lighthall:** "It is a good thing to keep after them, the rule is there."

**Alderman O'Neil:** "This is a resolution which Alderman Ramsden made some six months ago in the city of Toronto. I am sure that he should have the hearty support of the members present and I would urge the Government to take immediate action to do something to improve existing conditions. At the present time it is very bad indeed. Many of our soldiers are in want and many will not accept anything from the Patriotic Fund. They are too proud to do it. There are others who take advantage of it. Consequently those who are deserving are not getting a fair chance. I hope that this resolution is met with consideration."

**Alderman Ashplant:** "The pay of the fighter on the firing line in comparison with the pay of the munition worker is absolutely criminal. It is important that a convention such as this with representatives from all over the Dominion of Canada should express themselves that the Government may know the sentiment of the people in regard to such an important issue."

**Mayor Hardie:** "Reference has been made to the wages that the munition worker gets. What wages would Mayor Burgoyne suggest that the soldiers should get?"

**Mayor Burgoyne:** "I merely asked that the Government be requested to increase the pay."

**Mayor Hardie:** "They could increase the pay and it would be very unsatisfactory to the soldiers — say ten cents per day."

Mayor Burgoyne read the motion.

**Mayor Hardie:** "I would like to see something in that resolution regarding the proportion paid to munition workers."

**Alderman Risk:** "I would move that the soldiers' pay be increased to at least \$2.00 per day. We refer to the great wages paid to munition workers—they are going out of business. What is the good of tangling things up? Let us make it \$2.00."

**Alderman Ramsden:** "The resolution passed by the Toronto Council provides that the privates pay be doubled and that the officers pay be such as deemed wise by the Government in charge. That would mean \$2.20 per day for privates."

**Alderman Risk:** "I substitute, if I may, the resolution adopted by the Toronto Council."

Resolution adopted.

**Bonuses to Industries.****RESOLUTION:**

Whereas the Union of Canadian Municipalities assembled in Convention, are of the opinion that in the interests of Canadian Municipalities in general, the giving or the lending of money, or guaranteeing of bonds to concerns offering, in return for such gifts or loans, to locate industries, is wrong in principle and should be legislated against,

And whereas many municipalities have in the past bid, and are at present bidding, against each other to secure

**TUESDAY MORNING—(Continued).**

industries, instead of standing together against a force that has not always the interests of the various municipalities at heart,

Be it resolved, therefore, that this Union petition the Provincial Governments of the Provinces of Canada to enact such legislation as shall make it unlawful for any municipal corporation to grant any concessions other than the usual exemption on fixed assessment, water rates, etc.

**Alderman Risk:** "Would any of the legal men kindly tell me what provision the Legislature of Ontario has already made. I fancy that they have to have permission to submit to a vote of the people in town or city from the Government? Is that right?"

**Mayor Bowlby:** "Unfortunately I have had altogether too much to do with this question of granting bonuses. My Council, some years ago, wisely or unwisely, appointed me to interview the then existing Ontario Government and I went for that purpose to Toronto. I drafted an Act of Parliament and Sir Oliver Mowat consented that it should be submitted to the Council and it was carried absolutely prohibiting the system that existed, but it seems to be obsolete now."

**Deputy Minister Bayne:** "I have no hesitation in supporting the resolution. That seems to provide even for exemption from taxation and exemption from water rates. Why give that concession? An enterprise that cannot stand on its own feet and carry on its business in a legitimate way without being supported by a municipality, it is very doubtful if that company is an asset to any municipality. I have in mind one town that was approached by an exploiter. This man was to establish a flax mill in this town. He drew rosy pictures of the linseed that would be produced in this mill, that flax would be made into textile, if the town would only put up \$100,000 it would have a glorious future. When the department commenced to investigate we found that the promoter had not one cent; he was not going to put anything into the proposal. He had really no stake in the proposition, yet this town was to be carried away by his smooth work. I think Section 164 of the Criminal Code could be very easily employed in enforcing the law in this respect."

**Alderman Ryan:** "Mr. President, as regards the bonusing of concerns, I think it is alright. I think we should pass a resolution to prevent bonusing, but I think that if any municipality wishes to aid an industry by loaning money or guaranteeing their bonds, I think it is up to them if they want to do it. You talk about exemption from taxation. You may exempt an industry, but look at the people you bring into your town. There has not been one instance in our own town where an industry went bad."

Resolution carried.

**Municipalities to Control Their Local Franchises****RESOLUTION:**

Whereas it is desirable that the constitutional right of municipalities to control their own local franchises, should be protected against the abuse of Dominion Charters, by such corporations as the Bell Telephone Company, and others, and:

Whereas the Bell Telephone Company claims the power under its Dominion Charter to occupy real estate in any municipality for the erection of poles for local service, and denies the right of the Local Councils to collect a fair commercial value in exchange for the use of such rights and privileges.

Therefore, the Executive of the Union of Canadian Municipalities is instructed to take such steps as may be necessary to effectively oppose the said pretensions, and in order to effectuate the purpose aforesaid, this Union of Canadian Municipalities respectfully request the Dominion Government to have such legislation enacted as will define the absolute right of the Municipal Councils to control their streets, and compel the Bell Telephone Company of Canada to pay to every Municipality whose streets they use such sums as may be agreed upon between them, or in the absence of such agreement such sum as the Board of Railway Commissioners shall fix and determine.

**Alderman Ashplant:** "In Ontario the delegates here will know the general outline of the situation in regard to the Bell Telephone Company's action. A circular

I have prepared was distributed yesterday. In connection with the issue that was submitted by Mayor Church and Sir Adam Beck last night, I found out something that I did not know when this matter first came up, that the issue is a very vital and important one in more ways than just merely as between the municipalities and the Bell Telephone Company. At this particular time it is really an important issue as to whether or not the Bell Telephone Company is one of the corporations now fighting for that right which they have not got to-day. It is an immensely important proposition as to whether or not the Senate should be permitted to carry out such a proposition as now is being fought out before it and in that connection you views on this proposition are of value.

"In a few words, the statement of the case is this: I have here a series of replies that I have received from several municipalities in Ontario in reply to a question as to what has been their experience in the last five years as to the action of the Bell Telephone Company in regard to expiring agreements for financial consideration for their local franchise rights. The experience all over the territory has been that the Bell Telephone Company has refused to renew an expired agreement for a financial consideration for its local franchise rights. In the case of Hamilton, they were paying \$4,000 and when the agreement expired they refused to renew; in Woodstock they were paying \$400 and when the agreement expired they refused to renew; in Windsor they were paying \$1,500; in Kitchener they were paying \$800, and so on down the list. Our particular experience in London was of the same character. We were receiving \$4,000 and when the renewal came it was cut down to \$3,000. Why is that the Bell Telephone Company has recently taken that out and what is the policy that Union should adopt under the circumstances?"

"I beg to submit that the position is this. The Bell Telephone Company is absolutely wrong in principle and knows it, but it has that strategic position as against the individual municipality that gives it that power to impose and assert that position upon the individual municipality because of its weakness. If a group of municipalities consolidated their forces, through such a convention as this, something might be done. There is a line of policy that I suggest as a principle that should be worked on in making it effective. The Bell Telephone Company has, in this last few years, cancelled individual retiring agreements to the extent, it must be, of likely hundreds of thousands of dollars. The issue is whether or not a man is boss in his own home and whether or not a municipality is boss in its own territory. I have a vacant lot in this city and I defy the Bell Telephone Company to go on that lot and erect a pole without paying me a consideration. It comes on the municipalities property and has no more right than on the vacant lots. Who is boss?"

**Mayor Hardie:** "Does not the resolution that was sent last night cover that?"

**Alderman Ashplant:** "It covers it in a general way. Here we have a specific case of a different character in detail, but in a certain sense has a bearing on this issue. I was not aware of the position of the Toronto, Niagara Power Company. The Bell Telephone Company is one in which we have a specific interest and the point is that we should further implement what was done last night by passing a resolution in particular reference to the Bell Telephone Company. I would suggest this to every municipality that is affected — make no agreement with the Bell Telephone Company in regard to the permission through the Engineer's Department to erect another pole unless subject to this provision which, in the City of London, we always add to our permission, viz.: 'Without prejudice to any city claim.' I would suggest to every municipality that immediately you should notify the Bell Telephone that, in regard to the expiring agreements, for such a financial consideration and without prejudice to your claims that their right to use the street is the same as they were before, and specify the amount you want them to pay.

"The Council came to the conclusion in London that they could not do anything and they let it go. You let it go and you admit the right of the Bell Telephone Company to use your streets. I would suggest that all municipalities accept this resolution in principle, that it go immediately to the Senate, and discuss the issue in your Councils and see that

**TUESDAY MORNING—(Continued).**

the Bell Telephone Company is notified, in connection with the erection of every pole, that it is without prejudice to any city claim, and also notify them of the amount you wish them to pay."

**Mayor Bowlby:** "I have had a long experience in this question of Bell Telephone franchises. Originally, they established the system in Brantford and it occurred to me that they should not use our streets without compensation. The up-shot was that the Council passed a motion a great many years ago, asking me to take the matter up. I applied to the Bell Telephone Company. I told them that I would cut down every telephone pole in the city unless they made some agreement. We made an arrangement to have cross arms on their poles for our fire alarm wires. They were to charge \$25.00 for house service and \$30.00 for business service. This went along for five years. In the meantime they went to the House of Parliament and smuggled through an Act providing that they could erect poles in municipalities without the consent of the municipalities. Then they wanted to raise the charges on 'phones in municipalities where they had agreed to a specific rate. The result was that they made an application to the Board and our people sent me to Ottawa to see what was done.

"We have got a House of Parliament. What are they there for? If this Act is obscure, why do we not go directly for what we want. If there is any obscurity about it why let it stand for five or ten years? Why not go straight to the Legislature? If there is anything wrong, let them declare what the law means and save all this time and work.

"I move, in amendment, to go direct to the House of Commons and clarify all disputes in the Act."

The amendment was seconded by Alderman Risk.

**Controller Nelson:** "In the City of Ottawa, this has been a question with us for some years. They were paying us, up to the first of January, \$12,000 a year and thirty to forty free 'phones for the agreement that we would not let any other telephone company do business. They know very well that no up-to-date city wants two telephone systems and I do not think that there is a man in the city of Ottawa who would want two systems. What we think should be done is that pressure should be brought to bear on the Government to try to get back to the municipalities and cities a little home rule or a little say about their own streets. They give us the privilege of showing them where a pole will be least inconvenient to the public. I am interested in this thing and I thought that if this Union would appeal to the Senate something might be done. I understand that there is a fight on to-morrow down at the House of Commons and that the Senate is likely to accede to the request of the Company.

"There are certain streets in the City of Ottawa to-day where people want 'phones. The Company are not anxious to put the line up, it will not pay them. If it were a street where there were one hundred telephones wanted, the line would have been up long ago."

**Alderman Ashplant:** "I want to make one explanation of what has been said. It is a very important distinction between to go through a municipality and to go through a municipality without consideration. I do not dispute the right of the Bell Telephone Company to go through a municipality with its trunk line, but that does not involve the right to go through without paying a consideration. The C. P. R. cannot go through and expropriate property and pay nothing for it."

Mayor Bowlby and Alderman Ashplant were requested to present amended resolution which was adopted.

## Tuesday Afternoon---Fourth Session, Masonic Hall, London

### TO MEET AFTER WAR CONDITIONS.

**Mayor Stevenson in Chair:**

**The Chairman:** "We will consider the resolution left over from this morning:

"The responsibility of municipal councils to prepare for the new economic conditions that will arise after the war and how they can be met."

Resolution carried as follows:

The Union of Canadian Municipalities strongly urges all the Municipal Councils of Canada to appoint joint committees of Aldermen and Citizens to prepare for the new economic conditions that will arise after the war.

### PATRIOTIC FUND.

**Senator Planta:** "In the discussions you were evidently under considerable misapprehension as to the rules and regulations in connection with the administration of the patriotic funds. I think it would be well if that matter would be cleared up so that we would all understand how that fund is supposed to be administered. There is one thing about the Canadian Patriotic Funds that they are all governed by the rules and regulations which are laid down. One of these regulations was, and I think still is, that a soldier's wife, if she earns money, that the amount of her earnings would be deducted from the amount she would be entitled to for herself and family out of the Patriotic Fund. Some provinces are not adhering to that rule and I find that, in the city of Toronto, the question was raised some months ago and was referred to the main body. It was approved that they should not take any notice of the earnings of a widow, but only take notice of any other revenue from any other source. They wish to encourage the dependents of soldiers to be energetic and industrious.

"In order that every branch of the Union throughout Canada can understand better, I think it would be well for this matter to be referred to the Executive Committee and each local organization notified that they do not need to regard that rule in future. I am not aware that that rule has been changed.

"I believe that the local organization should use their own discretion as to how much and under what conditions this money should be distributed, but in order that everybody might understand I would suggest that the question be referred to the Executive with a request that they take the matter up with the head office."

**Mayor Hardie:** "Mr. Chairman, in connection with the Patriotic Fund, in the Province of Alberta, this question of the women being allowed to take up other employment

was a very vexed one. It was impossible to get domestic help. The women wanted to work and earn more money, and other women needed their help and could not employ them. I understand that Calgary got permission from Sir Herbert Ames to break that rule and to-day women are able to earn money without losing their patriotic money. The law should be amended."

Senator Planta's suggestion was adopted.

### LOANS TO SETTLERS.

#### RESOLUTION:

Whereas it is expedient that effective regulations be established whereby settlers be financed under proper restrictions, so that they may become quickly and properly established as farmers, a goal which many of those without capital are now discouraged from attempting, and which a large number having made the attempt are unable to reach;

And, whereas such financing has been successfully put into practice in Australia, New Zealand and other countries, and even in a number of Jewish, Mennonite, and other special colonies in Canada itself.

Be it resolved that the Executive Committee of this Union be instructed to memorialize the Dominion Government with a request that steps be taken to formulate regulations to carry into effect the recommendations of this resolution.

**Senator Planta:** "My reason for bringing this question up is to get an expression of opinion and get the convention to agree to have it put as strong as possible before the Government. In looking for a remedy for the high cost of living, I think myself that there is, perhaps, no question which has such vital connection with the high cost of living as production. If we can increase production it will remedy, to a very great extent the present high cost of living. The Soldiers' Aid Settlement Act provides that they undertake to loan to any returned soldier a sum of money sufficient to enable him to acquire land and to erect buildings, purchase implements and stock, sufficient to properly equip him to at once make a living. It is very doubtful, in my opinion, whether there will be a very large number of returned soldiers anxious to avail themselves of the offer of the Government and go on to the land. In the meantime, there are thousands of experienced farmers who have drifted back into the cities because they had not the amount



**LOANS TO SETTLERS—(Continued).**

of capital to properly equip themselves and who are, today, ready and willing to go back to the land if they were assisted. I ventured to suggest in the Senate the other day in a discussion which took place on a resolution before the Senate with reference to increased production, that if the Government would assist farmers and other men capable of taking up the work who are in the cities on the terms of the Soldiers' Aid Settlement Act, that I thought there would be a large number of men induced to return to the land and, since I have been in London, I have received a letter which shows that there are at least some men of that sort. I am inclined to believe that there are a great many men who, if given the proper encouragement and assistance, would go back on the land immediately."

**Mr. Lighthall:** "I think that Senator Planta wants some expression of opinion on this question. I might venture to say that the Union has been concerned about movements somewhat similar to the principle of this and has taken part in several applications to the Government in regard to agricultural settlers. The provision of capital is now being very widely recognized as one of those things that ought to have been arranged for in the earlier days and that it was a great mistake to bring out emigrants and dump them on the land without money enough to make the land workable. Australia has a very good system, New Zealand has a good system and Germany has a good system. A number of countries have approved of the plan that the farmer should not be allowed to go on to the land without some kind of banking facilities and have provided these banking facilities. I believe from what I have seen that a considerably larger proportion of returned soldiers than is believed will actually be found on the land. I think that others may be able to say something on this."

Resolution carried.

**BETTER UNDERSTANDING BETWEEN THE TWO DOMINANT RACES OF CANADA.****RESOLUTION.**

Whereas the friendly relations hitherto existing between the various provinces of this Dominion are now being jeopardized by certain immoderate statements and writings:—

It is resolved that: This Convention of Union of Canadian Municipalities expressing the constant desire of the thinking people of Canada to mutually extend to each other their friendly hand, earnestly urges the citizens of Canada to refrain from utterances either oral or written which might tend to divide into factions the people of this country thereby preventing them from working out the destiny of the Dominion.

**Mayor Thurber, Longueuil:** "Mr. President, I do not

believe that there is any necessity for me to discuss this matter at any length because you can see for yourself what we mean by presenting this resolution. A number of influential men have gathered themselves together and they have gone from province to province trying to promote good will in this great country of ours. Up to now I do not see that it has given very good results. I would suggest that all the members of this convention do their utmost to discourage any individual or movement, and also editors of papers, from stirring up strife."

**Alderman Kyle, Montreal:** "I would like to emphasize what Mayor Thurber has said, as a representative of the Province of Quebec and from a population which is two-thirds French Canadian. No doubt there has been created a bitter feeling between Quebec and Ontario by the newspapers in Ontario. I can assure the members of the Union of Municipalities that the French Canadians are not as black as they are painted. There are, in every province, men who take advantage of this sort of thing. We have them in Montreal, but I venture to say that in Montreal we have not more than a dozen of these people and they do not, by any means, represent the French Canadians in Montreal. They are just as loyal as the people of Ontario and would refrain from giving any annoyance at all. If this were known and if these editorials were eliminated there would be a different feeling between the provinces."

**Alderman R. Prieur, Pointe Aux Trembles:** "If the people of this convention and the people of Ontario knew exactly what the feelings were in the Province of Quebec the best of relationship would certainly exist."

Resolution carried unanimously.

**FOOD CONSERVATION.**

Resolutions moved by Mrs. David Williams, seconded by Mrs. John I. A. Hunt, adopted.

**Mrs. Williams:** "I think that comprises what we want. I think one of the gentlemen who spoke, said that the municipalities have machinery at their disposal to enforce these resolutions."

Whereas the Conservation of food is a vital necessity for winning the war; and

Whereas the Dominion Government has issued certain Regulations for the Conservation of food; and

Whereas there appears at present to be no means of enforcing the said regulations throughout the country: Therefore be it resolved:—

"That in the opinion of this Convention it is expedient that the municipalities throughout the country should cooperate to the utmost in the present effort for the conservation of food, and that each municipality is urged to use the means at its disposal for the enforcement of the Regulations issued from time to time for this important purpose."

**Public Owned Hydro-Electric Power as a Factor in the Material Building up of a Community****ELECTRICITY ON THE FARM.**

**Sir Adam Beck, Chairman of the Hydro-Electric Commission of Ontario,** was then called upon to give an address on the system of which he is the head. After giving extracts from a specially prepared report and from which we are preparing an article for a later issue of the Journal, Sir Adam proceeded as follows:

"For the benefit of the western representatives, I want to give you some idea of what we have done. I will take one community in regard to the supply of power to farmers for farm purposes, which is quite a new undertaking in this country, the district of South Oxford and East Elgin. We have, in that district, one hundred and fifty farmers living between Tillsonburg, Springfield, Aylmer and other towns. You might travel in that district for forty miles and you will never be out of sight, at night, of a farm that has not got an electric lamp on the entrance to the farm. Anything that Canada and our people can do to make life more attractive and more worth living means back to the farm life. That is what we are aiming at in this agricultural country of the Province of Ontario. We have about one hundred and forty-one farms being supplied with Hydro-Electric power and as we go along we find that tile yards and fertilizer plants are being operated by Hydro and

two or three gravel pits are being raked out by Hydro power. Stone crushers and screening plants are operated by Hydro to provide good roads in this district. Police villages are also being supplied. The farmers in North Norwich made a canvass and one hundred contracts have been signed within a year. This is simply some more data and information we are able to give you as a result of supplying the farmers with power at cost. When I say power at cost I mean a farming community in the rural districts that are not incorporated districts purchase power from the central station at cost. That is, whatever it costs the city of London, so it costs Lambeth, Strathroy, and other towns, plus the cost necessary to carry the lines from this station to these various communities. We go north to Lucan, Granton, Ailsa Craig, Parkhill and northern villages. In Exeter the average consumption is twelve and a half horse-power. They light their streets, they light their churches, shops, and had a surplus of \$123 after the first year of operation. That applies to every municipality. The Hydro Commission fixes the rates and they are such as will take care of themselves. There is not a single deficit in the Hydro Electric System in Ontario. Take the village of Port Stanley, they made an investment of \$16,000 or \$18,000 dollars. The full interest and sinking fund charges have been paid. They are, I think, loaning at this time the surplus money that they

## PUBLIC OWNED POWER—(Continued).

have not required to make extension. The extensions in that village have been made out of earnings. They have over \$6,000 out on a short term loan at six per cent interest. St. Thomas had \$18,000 loaned to the city at six per cent. It shows that the Hydro Electric System is absolutely sound. It could not be otherwise unless we did not see the necessity of enforcing a rate that would meet all obligations. The actual value of the Hydro Electric System in the City of London is about \$1,000,000. The actual value of debenture debt of the City of London is only \$7,000,000. We do not value this plant as of the value of to-day, but as the value of the actual money expended in this plant. They are now building an office and stores building that will accommodate, not only their own, but other utilities in the City of London. It will be revenue producing, I believe their profits run from six to seven thousand dollars a year.

"In Toronto we pay \$16,000 rental to the Confederation Life Insurance Company for three or four flats we were occupying. It was not adequate for our requirements. We bought \$60,000 worth of land on University avenue, and spent close to \$250,000 on building. We have got the cheapest building in the City of Toronto. We have the lowest insurance rate. We asked for authority from the Government to spend a quarter of a million dollars on the construction of municipal buildings. We were told that it was not a time to borrow money. To-day we occupy three or four houses. When the Prime Minister said, 'What about the money?' I said, 'The money is in the bank.'

"In three weeks ownership of the Ontario Power Commission we reduced the operating costs \$63,000 per annum. You will ask how we did it. There were men in the employ of the Toronto Power Commission, three or four or half a dozen of the best engineers in the world, operating this system, one a \$12,000 a year man, another \$7,500, another \$4,800 and so on. By closing the Buffalo office, by putting one man in the Toronto office we are able to do all the book-keeping. The result is that by these changes in the operation of the system we have saved \$63,000 as a public organization over a private organization. Take the central district. Last year we more than doubled the business and reduced the operating costs of that system alone by \$43,000 per annum.

"The men on these Commissions in the City of London and the City of Toronto give their services gratis, take a personal pride and interest in the work and engage men just as loyal, just as honest and just as competent to do the work as these high salaried men. I do not expect that in any one of the two hundred municipalities, and I know, as far as the Hydro Electric System is concerned, that there has been an appointment made on that Commission because a man is a friend of someone else and may be a political hanger on. There is not a single man on the system for any reason other than on his own merit and on the promotion he received from time to time because of his efficiency in the department he controls.

"The world over is impressed with the successful operation of the Hydro-Electric Power scheme.

"I cannot see why the domestic problems should not receive attention. Why should we sit back with folded arms and say, 'This is none of our concern?' We have sufficient to carry on our own household until after the war, and then we will again endeavor to produce the resources of this country; that we will then lend our thrift and energy to do something. I think that the financial responsibility in this country is ours. We are told that there is another year of the war before us. Let us do our part in our various walks of life. Let us carry on and do our part in maintaining the credit and strengthening the financial conditions in this country by developing its resources."

**Alderman Ryan:** "With regard to the Province of Quebec, what would you suggest in the development of hydro electric as in this province? In what way would you suggest that the Province of Quebec could get hold of this?"

**Sir Adam Beck:** "You are not one hundred miles from the Province of Ontario. There is plenty of power within one hundred miles of Quebec in the Province of Ontario. I cannot understand why the City of Montreal should be paying three times as much for lighting rates as we do in Ontario.

"The people of Ontario elected a body of men who said: 'We will make Niagara Power as free as air to the people of this country,' and they carried out that promise. If you can get the Assembly at Quebec to give you the same

legislation you will have little difficulty as you have an abundance of power there."

**Alderman Ryan:** "I understand that the Hydro Electric Commission of Ontario is a permanent Commission."

**Sir Adam Beck:** "No, we are only twenty-four hours old. If, to-morrow, an Order in Council is passed appointing successors we are out of office."

**Alderman Ryan:** "I am grateful to Sir Adam Beck for the information he has given. In our district, 25 miles from our town, there could be developed an enormous horse-power. We were paying \$11,000 for pumping 2,400,000 gallons of water a day and they ask us \$16,000 to renew this contract for a matter of two hundred and fifty horse-power. You can, therefore, see the reason why I ask the question."

**Sir Adam Beck:** "We control three-quarters and regulate one-quarter of the companies to such an extent that they are all ready to sell out."

**Alderman Ryan:** "What is the average charge for current to a home?"

**Sir Adam Beck:** "I used last month between eight and nine hundred kilowatts. I signed a cheque to-day for \$9.00."

**Senator Planta:** "There may be others here similarly situated to what we are in British Columbia. Would you advise a small city of say 10,000 population to bring power six miles to supply a small community?"

**Sir Adam Beck:** "Yes, I certainly would if your development is cheap and economic. We sent some of our engineers to British Columbia sometime ago to advise and give personal talks of what we are doing here. If British Columbia had taken hold there as a province the same way we did, the water power would be invested for the benefit of the people to-day."

**Alderman Ryan:** "Do I understand that you are prepared to send your engineer to a city provided they pay the expense?"

**Sir Adam Beck:** "The people of Ontario are not only anxious to help themselves, but they want to help brother and sister provinces and fellow men."

## A CANADIAN BUREAU OF INFORMATION.

By J. J. Harpell, President of the Industrial and Educational Press, and founder of the movement to establish a Canadian Bureau of Information.

## RESOLUTION.

That this Convention of the Union of Canadian Municipalities approve of the movement to establish a Canadian Bureau of Information, and endorses the resolution passed by the meeting at the University Club of Montreal on March 5th, 1917, and that the President of the Union of Canadian Municipalities be a member.

**Mr. J. J. Harpell:** "We have just listened to a very enlightening discussion on the subject of power and a matter of very great importance to the industries of this country. I would like to present to you a few observations, namely, that of encouraging the production of efficient help. The President of the Canadian Manufacturers' Association, at the last convention, spoke of the great importance of this question. He pointed out the fact that very great difficulty is experienced in getting men capable of taking instructions and doing satisfactory work. He said that this was a matter to which every manufacturer must give more and more attention to and a matter which every community must keep in mind if it wants industries.

"The Province of Ontario has done a great deal to encourage the training of workmen in the matter of offering assistance to technical schools. In small municipalities it pays as much as five per cent of the cost of the teaching staff and two-thirds of the cost of buildings. In larger places not so large a proportion. Notwithstanding that this law has been on the Statute books for four or five years very few have taken advantage of it. In the case of larger cities, a good deal of money has been expended in the establishment of schools, etc., but unfortunately nothing like the response has been received from those to be affected by these institutions. We find that the greatest results have come from an appeal to the visual and inquisitive instincts. You have a boy who is not a habitual reader, is not attracted by libraries, and is not even concerned and has no desire to attend technical schools.

"On this continent I think the very best effort is being made in Philadelphia by an institution known as the Philadelphia Commercial Museum. It is a museum, it is also a bureau of information. The Philadelphia Commercial

## MUNICIPAL BUREAUS OF INFORMATION— (Continued).

Museum is supported by the municipality of Philadelphia for certain purposes, as far as the museum part is concerned and the museum is owned by the city of Philadelphia. Its educational work is supported by the State of Pennsylvania, and its commercial work, which is one of the finest anywhere in the world, is paid for by the Councils throughout the United States who avail themselves of the service which the foreign bureau of information gives.

"Five or six years ago, Japan sent a man around the world to investigate and look into this very subject, the question of interesting people in industries and products of manufacture of the country. They found that the work of the Philadelphia Commercial Museum was the best and they have established it as a national institution. Brazil has done the same.

"Last spring a number of people, feeling that some move might be made in that direction, brought together representatives of all the National Associations, the Canadian Manufacturers' Association—you had a representative there from the Union of Canadian Municipalities,—the Canadian Bankers' Association, the Canadian Mining Association, in all there were representatives at that meeting in Montreal, on the 9th of March, between sixty and seventy of the men representing our National Associations, as well as a number of others who took a particular interest in that work, including Dr. Jas. Robertson, of Ottawa, and at that meeting they passed the resolution which is set forth in the books which have been distributed. I have brought with me a miniature cabinet which the Philadelphia Commercial Museum is supplying to the schools throughout the state of Pennsylvania, the work of collecting the specimens being done by the museum itself. As you pass out, you can see the complete cabinet there. Take, for instance the matter of iron. Each of the subjects are put up in a convenient manner so that the teacher or lecturer speaking on the products of iron has there the different classes of ore, some five or six products. There is also a book which gives a good description of the iron.

One cabinet has to do with flax, something which very few people in Canada have information on, and which is of special information to this district, as the flax industry for textile purposes is more developed in Western Ontario than in any other district in Canada.

Another cabinet deals with the products of the sheep—wool textiles, etc. With the cabinet is a diagram showing the number of sheep producing countries in the world, as well as photographs.

We all know of the educational means affecting commerce which the Toronto Exhibition has. That same principle might be adopted by encouraging each municipality to have a museum for their own information and also to have a library of books of importance on the industries of the country.

Mr. Wright: "Mr. Harpell came specially over from Montreal to deliver this address and to bring these ideas to your notice. There is no doubt that a bureau of information is wanted in every municipality. The suggestion is that the City Hall should be the bureau, where there should be a room in which samples of the resources of the district might be examined, in addition to exhibits from other parts and of other industries. It would not only be an education to the citizens of the Municipality, but also an advertisement for its products. I was at the gathering Mr. Harpell referred to, and I had the pleasure of hearing addresses by some of the most able men we have in Canada and they all came to one conclusion—that if Canada is to be developed industrially she must have something along the lines suggested by Mr. Harpell in each municipality.

Ald. Ryan: "I might say, Mr. President, that we have something along these lines in our town. Our ambition was to develop the rural and farming district of our community. We tried to gather the information and distribute it to the farmer. Last year the Council purchased the Exhibition property, and we operate that as a municipal affair. We just held our annual Exhibition last week, and on Wednesday of last week we had 16,000 people on the grounds. On Thursday we had 18,000. I might say that this has all been done in two years. When the Exhibition Company had the property they were losing money. I am certainly very pleased to have had an opportunity of hearing Mr. Harpell, and also to know where I can address my-

self so as to get samples and have them exhibited for the still further information of the farmers. We are enlarging our office. We intend to have a waiting room, reading room, etc., necessary for the farmers who wish to come there, and the Secretary is instructed to give the farmer any information he may desire.

Mr. Harpell: "I am afraid I did not make myself very clear. There is no source in Canada from which you can get samples and there is no source in the United States. I do not know of any private concerns who put up samples. The Philadelphia Commercial Museum does not sell them nor give them away, excepting to the schools of municipalities in the State of Pennsylvania. They consented to loan me the one I have brought with me.

"The first thing the Board of Directors referred to in the resolution would have to do would be to establish some institution for collecting the specimens and putting them up in suitable form in order to supply them to the municipality or to the school, and that is no small undertaking, though it should not take a great deal of effort, if the effort was combined and had the support of the National Associations, and the Federal and Provincial Governments, but everything has to have a beginning and everything has to have some person to move it off.

Alderman Ashplant: "I would like to ask Mr. Harpell this question. Is not this work related in any sense to the Department of Trade and Commerce?

Mr. Harpell: "I understand that the Minister of Trade and Commerce will be very glad to act as soon as he finds a reasonable demand by communities for that sort of thing. I am not connected in any way with the Department of Trade and Commerce.

"I am interested in extending the Canadian Textile Institute and establishing textile schools. We have had technical schools in Ontario for a number of years. We have, in the United States, a number of textile schools, and also in England and other countries, but we have never had one in Canada. It seems to me almost impossible that an industry should be here as long as our textile industry has, without textile schools to help it. Yet no facilities whatever have been given for education along that line. There is no teacher in Montreal for textile subjects, and no equipment for administration."

Mr. Sampson: "It seems to me that this is a question which the municipalities should take up."

Mayor Burgoyne: "It has occurred to me that this matter is one belonging to the Department of Education, rather than the Department of Trade and Commerce. It has occurred to me that if Mr. Harpell could spare the time to call at the Ontario Municipal Association meeting in Toronto, where there will be a good representation of municipalities of this province he will have an opportunity of addressing a good many there, and I think he would accomplish a great deal of good. I live in a city that is an industrial city, and we have not taken the steps we ought to have taken along these lines. I was hoping that the cabinets could be secured."

Mayor Hardie: "It is a wonder to me that this question has not come under the supervision of the Board of Education, and this kind of a course been established. Why have not these courses been established?"

Mr. Lighthall: "We have small manufacturing towns and large ones, too, in which the workman has not the materials necessary to show him a great deal that affects his work. He is not a scholar as a rule, and he cannot learn about things in the clear manner he can by his eyes. If we are to improve our manufactures we must enable the workman to go and see what he wants to see in a form acceptable to him, and that is why these practical museums have been established in American cities."

Alderman Ryan: "I suggest that we adopt a resolution approving of the movement and endorse the resolution passed by the University Club of Montreal on March 5th, 1917."

Alderman Denny, Ottawa: "And I would add that we show our sympathy with the movement by endorsing it so far that we appoint our President a member of this committee.

Resolution is carried.

Tuesday Night--Fifth Session, Masonic Hall

Mayor Stevenson in chair.

WHAT LONDON HAS SAVED IN COAL.

Mayor Stevenson: "One of the papers left over from this afternoon was by Mr. Hannigan, the Secretary of the Hydro Radial Association. Mr. Hannigan has stopped over to-night, and we will ask him to give us a few minutes on the situation as it is in Ontario. I have prepared a few lines on what the city has been saved in the coal situation. This is what I have worked out:

Canada's Minister of Trade and Commerce says that coal must be conserved if the present activities are to be maintained, and therefore the Government makes a special appeal to the Dominion to economize coal to the greatest possible extent.

Are we, the people of Canada, doing our proper part to help meet this urgent appeal?

The daily load on the Hydro System in the City of London is 8,000 horse-power, and 1 horse-power per year of coal-generated electrical energy requires at least 10 tons of coal. Therefore, if coal were used in place of Hydro to generate this 8,000 horse-power, it would require 80,000 tons a year.

Every 500 tons of coal would require 1 car per year for transportation—which means 160 cars per year to handle 80,000 tons.

It would take one locomotive per year for every 20,000 tons—or four locomotives per year.

To handle the coal from the mine to the ash heap takes 152 men to every 1,000 tons—or 122 men per year.

Now let us figure up the total capital cost of railway equipment involved in handling 80,000 tons of coal per year:	
160 Cars . . . . .	@ \$ 2,000.00 each, \$320,000.00
4 Locomotives . . . . .	@ 20,000.00 each, 80,000.00
Other expenditures so that freight cars and locomotives can do their work . . . . .	50,000.00

Making a total of . . . . . \$450,000.00  
**Total Economic Saving to the City of London Per Year, Due to the Use of Hydro.**

Annual saving to consumers due to the difference in price between coal-generated power and Hydro power (8,000 horse-power at 30.00) . . . . .	\$240,000.00
Annual interest and depreciation on \$450,000.00 of railroad equipment, at 8 per cent . . . . .	36,000.00
Annual production along other lines, due to labor of 122 men (assuming \$1,000.00 per man per year) . . . . .	122,000.00
	<b>\$398,000.00</b>

**Every Additional 65 Horse-Power Hydro Releases One Man for Other National Service.**

To sum up: Each consumer using "Hydro" Power is doing his bit for his country by saving money to invest in War Bonds; saving coal, leaving more available for war purposes at home and for shipping abroad to our Allies; Lessening congestion on the railways, thus allowing freer transit for munitions and war material; Economizing labor by saving the loading and unloading into trucks, the weighing and the carting from place to place, firing, etc., and thus releasing men for other duties.

The figures used above are very conservative and could probably be increased without exaggerating the facts.

HYDRO RADIALS.

Mr. Hannigan: In the year 1912, the municipalities of the Province of Ontario who were using Hydro power and distributing it successfully to their people sent their representatives to the annual meeting in the City of Toronto. They believed that the time was opportune for taking the steps along the line of Hydro progress they had proven, not only to their own cities, but to the people of the Province of Ontario beyond all question that the people were capable of managing their own business so far as their public utilities were concerned, as they had made an unqualified success of it. At their request the Hydro Electric Railway Act of 1913 was placed in the Statute books of this Province. It is provided that where a municipality desires information as to cost of operation, etc., and all facts and figures in connection with a Hydro-Electric enterprise that they can secure this simply by making application to the Hydro Power Commission through the Lieu-

tenant Governor in Council. Something over three hundred municipalities made application within a short time. The Commission investigated electric railways in the Province of Ontario, the Dominion of Canada, in the United States and on the Continent of Europe. We gathered information as to the different kinds of equipment, construction, administration and everything that would be of value to them in determining the kind of electric railways that might be built in the Province of Ontario, and as to what systems would prove most valuable. The information received and tabulated was placed at the disposal of the municipalities. Engineers were sent out and up to the present time something over two thousand miles of railway lines have been surveyed, but, in many cases, estimates have been prepared and presented to the municipalities.

I have not time to go into the details of telling you how they arrived at these estimates, although I would like to. They presented estimates, in the first place, to what we call the Toronto and North Eastern District, adjacent to the City of London and slightly to the northeast thereof. This was a proposition and yet with a very little explanation. This was not any wonderful dream of ours. It was laws involving a responsibility for debentures running up into several millions of dollars, and they carried their by-laws with very large majorities in almost every case. The following year, by-laws were submitted in the district from Toronto to London, passing through the cities of Guelph, Kitchener, Stratford and a number of smaller municipalities. This involved an expenditure of something like fourteen millions of dollars, and again the municipalities carried their by-laws, with overwhelming majorities in many cases, and in only two instances did the by-laws fail to carry. That was rather the fault of the committee in charge, because we were not able to give all the municipalities the necessary information. Last year, a vote was taken in the district from Toronto to Port Credit, through Hamilton and St. Catharines, Port Colborne, and Fort Erie. This involved an expenditure of about sixteen millions of dollars, and, with the exception of Hamilton and two other municipalities, the by-laws carried with very large majorities. Now there must be a reason for this, and the reason is not far to see. When we went out to the municipalities and explained to them what the cost of operation and the maintenance charges would be, and what the probable revenue would be, they could just ask this one question—"Can we depend on these estimates?" The only way you can judge as to whether you can depend on estimates or whether you can depend on promises, pledges, whether they are given to municipal councils or organizations of individuals, is by what they have accomplished in the past. We were able to show to the municipalities that the engineering staff of the Hydro Electric Power Commission had carried out, to the utmost, every pledge, promise and estimate that had been presented by them to the people and that to a very large extent was responsible for the wonderful success accorded the Hydro Electric by-laws. It was not going to be a cheap undertaking, because the main lines would involve an expenditure of very large amounts of money. They were going to be built of the very heaviest construction. The overhead equipment was to be similar to that in use on the London and Port Stanley Railway, which you have seen. The rolling stock was to be the best that could be secured, and yet it was not going to serve some districts. Some districts voted on by-laws that were not going to receive any direct benefit, but they realized that before you can build branch lines of railways you must provide for the main lines, and it was the main lines that were voted on. Some municipalities needed branch lines, but they went ahead and voted on by-laws guaranteeing bonds for five or six hundred thousand dollars for a main line simply to get an opportunity of securing a connection to the south, north, east and west, as the case might be, through a branch line afterwards.

In addition to offering better transportation facilities than the people had been enjoying at that time, it offered them opportunities, in the outlying districts, to secure cheap power, which is one of the things I would like to speak to you about in this connection. The electric railways as you know, are more economically operated than steam railways. You can give a more frequent service with an electric railway. You stop quicker, and you start quicker, and you give a clean service, a little different to what you get on some of the steam railways at the present time.

**HYDRO RADIALS—(Continued).**

It was shown to the people in the municipalities who voted on these by-laws that where first class electric railways were in operation that they gave the people an hourly service, it was possible to take the electric car at almost every cross road, because, operating in smaller communities they could give a different service to the steam railways. We proposed giving three kinds. First—there was the Local; Second—the Express; and Third—the Limited. The limited trains would run very fast. Then the express service stopping every four or five miles. They also give a very fast service, but do not stop at every cross road, as I have spoken of. We provided for that by a local service, picking up passengers, picking up freight, and taking them on to the nearest junction point, where they can be transferred to the express or limited train and go on to the destination. This was not any wonderful dream of ours. It was not something new. It was something that had been in operation in other places. The Pacific coast electric railways give that kind of service, and it has had this effect in districts where these electric railways have been in operation, the people have gone into agriculture. It has made it so that the people live closer together. It has given them the social intercourse that has been largely denied in the old pioneer days. It gives them opportunities to get into town quickly. To my mind, one of the greatest things it offered to the people was the fact that it offered the children living in rural districts an opportunity to get into the larger centres, and take advantage of the higher education which has been denied them through lack of transportation. If electric railways did nothing else for the people of Canada, or any other country, if it cost them a direct tax where we were able to prove it was not going to cost anything, it would be worth every dollar it would cost if it offered the boys and girls of this or any other country an opportunity to secure better educations.

It also affords the people in the rural districts to enjoy cheap power. It was found possible to serve a district on each side of the railway line for a distance of six, twelve to fifteen miles, according to the strength of the current you were sending over the line. That meant that we would have a zone through which a railway line ran where the people on each side would enjoy cheap power. They would enjoy cheap power because the cost of power consists of two things. First—What you pay for the power at the place where it is developed, which, at Niagara, is \$9.00 per horsepower. Second—What it costs to take it from where it is developed to where it is going to be used, and that is made up of three things.

The money put into transmission lines, including line, sub-station, transformer station, and that spread over thirty years with interest and sinking fund to pay.

In addition to that they had to provide for operating expenses, amount to look after line maintenance charges, to replace worn out or broken parts, etc. If we had a line carrying five hundred horse power, and serving perhaps five hundred people, and, in another district, a line carrying five thousand horse power and serving five thousand people, it costs the same for the power at the place where it is developed, the operating and maintenance charges would be very little greater on the line carrying the large amount of power than on the smaller. You will readily understand why it is that some municipalities get power cheaper than others, and the very fact that the railway was running through the district they would be able to carry the power over the right-of-way of the railway, doing away with expenditures for right-of-way, and the maintenance charges keeping that up would also keep up the other, and the railway company, being a very large user of power, would have the same effect on all the district through which it passes, as if they were living adjacent to a large city or a large factory, using a large amount of power. In the Toronto and northeastern district they had some estimates of the cost of power. The prices seemed excessive, and they decided not to go into it. Two years afterwards, they made application for surveys for the electric railway, and they asked that they be given an estimate on the cost of power. It was proven at that time that they could secure power along the line of the railway from \$5.00 to \$18.00 per horse power cheaper through having the railway than they could from just having the power line.

Some people say, "You present us with estimates for the cost of construction of this railway; you present us with an estimate of what the revenue might be, but how do we know that these estimates are correct, how can we depend on them as, unless they are correct, we are going to be up

against paying a large tax?" The only way you can tell about peoples' promises is by what they have done in the past. At the request of the municipalities in the Western part of Ontario the Hydro Electric Power Commission appointed and employed a staff of engineers to investigate the possibility of distributing power. The project was fought in the cities of Toronto, Hamilton and London. They went out to beat the proposition, by fair means if possible, but at all events to beat it. One of the things they said, when the engineers brought down their estimates showing it was feasible, was, "We have spent our life at electric development and the distribution of power, and we know that it is impossible to construct these works for less than three times the amount of money estimated by the engineers. We know that it is not feasible, to transmit power and give it to the people at the prices given." They said, "You are hanging a mill stone of debt around your neck that your children and your children's children will have to pay." The little city of Guelph, where I live, took a very great interest in this. We were one of the original seven municipalities that urged the Commission to go ahead and pay the preliminary expense for this investigation. We believed in public ownership because we had gone farther along the lines of public ownership than any other province. We own our own electric light plant and light our streets. We believed in public ownership, but some of our people were afraid. Sir Adam Beck came there and he told us that the only reason the Commission had engaged engineers was because of their ability to do certain things. He said, "We have prepared these estimates carefully. We have allowed for any possible expenditure that might occur." The people voted on and carried the by-laws. The work was constructed about half a million dollars under the estimate. Since that time estimates have been presented to nearly one hundred and fifty municipalities, and, in not one case, has the cost of construction exceeded the estimates. The City of London went into the electrification of its own line, the London and Port Stanley Railway. They were fought by certain interests and yet at the end of the first year they were able to show, after paying the City of London \$20,000 for rent—more money than was ever received in all the years they owned it—a cash surplus of a little better than \$23,000. The reason why London and Guelph have been able to do this is because they have co-operation. They believe in themselves. They were loyal to their own interests, and they supported what was theirs, and the only reason public ownership has ever fallen down is because we have allowed politics to enter into it. If public ownership is absolutely removed from political control of any kind, you can rest assured that it will give the people better service than private ownership, because it has been proven, beyond the shadow of a doubt, in what the Hydro Electrical Power Commission has done.

You will have before you a resolution in reference to the railway situation in the Dominion of Canada. We are waiting to see what the Dominion Government is going to do about the railway situation. We do not want any unnecessary duplication of lines. We do not want to build other lines if these lines can be electrified and give the people a much better service than they have been used to.

**No Interference in the Hydro-Electric Propaganda of Ontario.**

**RESOLUTION.**

Whereas the Hydro-Electric Power Commission of Ontario, by virtue of the Hydro-Electric Railway Act, and in response to requests from several hundreds of municipalities, has made surveys and prepared estimates and plans for the construction of a number of railways through many different parts of the Province;

And whereas some of these estimates and plans have been presented to the Municipalities who requested such information.

And whereas By-Laws have been submitted to the rate-payers in a number of the municipalities interested in these lines and carried by substantial majorities in practically every case;

And whereas the Councils of those Municipalities who voted favorably on their By-Laws have signed agreements with the Hydro-Electric Power Commission of Ontario, to provide for the construction and operation of the lines in their districts;

And whereas the delegates attending this Convention of the Union of Canadian Municipalities have in mind the great advantages already derived by the use of cheap power in the municipalities now served by the Hydro-Electric Power Commission, and believe the construction of the Hydro-Electric Radial Railway, where the same is shown to be

## WORK FOR RETURNED SOLDIERS.

feasible and self-sustaining, will not only afford transportation facilities to the municipalities, but will also afford an easy and inexpensive means of serving them with cheaper light and power than would be possible under the present power system;

Now, therefore it is hereby resolved:

That the Dominion Government is respectfully requested to refuse to grant the extension of charters or to grant new charters for the construction of electric railways throughout the districts now being served and reported upon by the Hydro-Electric Power Commission of Ontario, believing that it would be in the interests of the Municipalities as a whole that the construction of electric lines should be left in the hands of the municipalities under the Hydro-Electric Railway Act.

That the legislature of the Province of Ontario be commended for and requested to continue the policy of the last two sessions in refusing to grant extensions of charters to electric railways throughout the province, particularly in those districts where the Hydro-Electric Power Commission has been asked by the Municipalities to make surveys and estimates.

**Mayor Burgoyne:** "Just before I move this resolution, I would like to say a few words in regard to our experience in St. Catharines. Perhaps the great majority of the delegates to this convention come from other parts than the Province of Ontario. Here we know a great deal about the Hydro-Electric, and the Hydro-Electric Power Commission, and, while the subject may be a very familiar one to us, the information that we are able to give and the delegates are able to gain right here in the city of London, the birthplace of the hydro system in Ontario, is very interesting and important to the delegates from the other provinces. I represent a city that was not one of the first cities to go into the hydro electric system. In fact, it was one of the last in the Province of Ontario to take up with the hydro system, because we believed that we were so near where the power was generated. Within two miles of our limits the generating plant of the Electric Power Company was located, and we thought surely we could get from the corporation there cheaper power than the Hydro Electric system would give us. I was Mayor in 1903, and attended the first session of the municipalities in the city of Kitchener. Mayor Morden, of Hamilton, and myself, felt that our interests were safer out of the Hydro Electric system than in it. It was not until 1913 that we decided to submit a by-law and go into the Hydro Electric business in St. Catharines. We were paying seven cents per kilowatt, and the company were holding up an agreement to renew the contract for five years. They would give us favorable rates by making a reduction of from seven to five cents per kilowatt. This did not induce the citizens to renew the contract, nor did it prevent the citizens from voting, by a large majority, to issue debentures for \$116,000 to install hydro electric in the city of St. Catharines. Now our highest charge is two and one half cents. We expected to install and use one thousand horsepower. We used four thousand and within a year or two will be using seven or eight thousand horsepower. In a city of 18,000 population we have over three thousand customers for domestic light, so that you can see we have four-fifths of all the lighting business in St. Catharines.

**Mr. Harpell:** "Might I ask a question? To what extent is there a difference for domestic power and for domestic light? There are some municipalities charge two rates, one for power and one for light.

**Mr. Hannigan:** "We have a rate of two cents per kilowatt for the first number of hours, and one cent per kilowatt after that. If you are using appliances and have two meters your rate is bound to go over the first amount into the second one, and that brings your cost per kilowatt down. Many months my bills have been one and two-third cents per kilowatt for both purposes. We use it for a number of appliances as well as lighting.

### PROVISION OF WORK FOR RETURNED SOLDIERS.

**Mr. Lance:** "It is very gratifying to me, at least, to know that this convention of Canadian Municipalities has spent some time in the discussion of the returned soldier problem. It seems to me that the biggest problem that is before the Canadian people to-day is what they are going to do with the returned soldiers. If the Militia Department were to bring back, now, a great body of men without any great advance notice. I do not know what the people would be able to do with them. Ontario has probably made more advanced provision for her returned soldiers than any other Province in the Dominion of Canada.

The Soldiers' Aid Commission was formed by the Province of Ontario in November, 1915, after a conference between the Dominion and Provincial Governments, at which the Provincial Governments agreed to assume responsibility for finding employment for returned soldiers in their respective provinces.

Mr. Lance, who is secretary for the London Aid Commission, then gave a paper on the work of the local organization in aiding returned soldiers to secure a livelihood.

**Mr. Wright:** "In reference to the two hundred and ninety men who received employment in London, might I ask the speaker to tell us if their income is the same as it was previous to the war?"

**Mr. Lance:** "I think the income would be much greater."

**Mr. Wright:** "Speaking generally, the income is generally less. I have knowledge of a soldier who lost his leg. He received a pension of \$24.00 a month and got a job at \$30.00. His income, therefore, is now \$54.00. Previous to the war his income was \$120.00 per month. He has a wife and four children. It seems to me that the income of the men who have sacrificed themselves in the cause, as this man I mention has, should be at least equal to what it was before the war."

**Alderman Ryan:** "Do I understand that out of two hundred and ninety men that have been placed in positions, that only two accepted old positions?"

**Mr. Lance:** "Yes."

**Alderman Ryan:** "What is the reason that when they return they do not get back the positions they held before, and that they do not accept the positions?"

**Mr. Lance:** "My impression has been that the majority of these men are not in a settled condition, and I have found very few men willing to go back to their former occupation. I have found tailors who were making \$25.00 a week before the war, and who have refused to go back to their former occupation. Another man was a photographer making \$100.00 a month previous to going to the front. He refused to go back, and now is working in a munition factory. One man, I remember, was a department foreman in the McClary factory here, he had been there for nineteen years. He came back here, and he said that he did not care to go back. He is now an inspector for the Imperial Munitions Board. Our experience has been that the men do not go back to their former positions.

**Mr. Harpell:** "I would like to ask a question. There is a particular case in Montreal at the present time. I had a man working for me, and he enlisted in the Fall of 1915. He has been at the front ever since. He got his discharge in England, and when he came here they would not give him his final discharge. He is now spending his time between his home and the hospital and, is drawing \$1.50 per day. He is anxious to get back to his former position. He has a family of four, and could earn \$5.00 a day. He wants his discharge. He has been at the front almost constantly since he went over in the Spring of 1916. Now what could we do in a case like that?"

**Mr. Lance:** "That has caused considerable inconvenience in this district, too. The trouble here was that we did not have sufficient hospital accommodation to take care of the men. They brought them back and sent them to a Special Service Company."

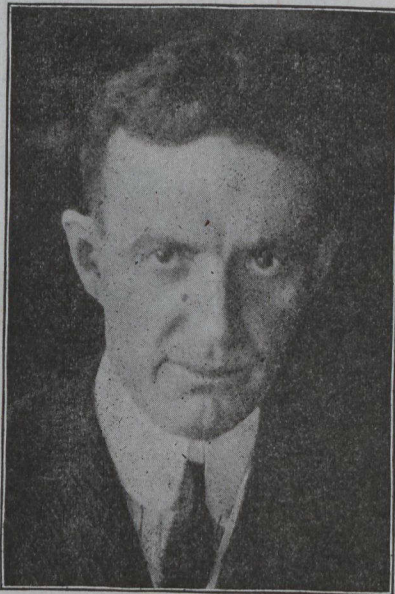
### WHAT SHALL WE DO WITH THE RETURNED SOLDIER.

**Deputy Minister Bayne:** Mr. President, Ladies and Gentlemen, the subject before us is one of vast importance. It is one that deserves a great deal of time—more time than we can devote to it at this hour of the evening. The few remarks I will endeavor to make will be terse.

The question has been asked, "What shall we do with the returned soldier?" Has it ever occurred to any of us, "What is the returned soldier going to do with us?" Do we realize that the returned soldiers are going to be large in heavy numbers? Do we realize that there will be large numbers of men who will want to change the sphere of action from Europe to Canada? That was the case in the Boer War, and it was only a skirmish in comparison with the present world conflict. We are told that one half the Britishers engaged in the Boer War emigrated to other countries. Unfortunately, they did not all come to the British Colonies. A great many went to the United States and other parts of the world. However, we may expect that large numbers will emigrate to this country. What will our own men do with us? What kind of treatment are we to be prepared to give them. They will not all come back at once. Even if one thousand a day came back, it is probable that it would take more than a year to land them all on our shores. We will have an opportunity of

**RETURNED SOLDIERS—(Continued).**

dealing with them, to a certain extent, gradually. We would have a chance to absorb them if we have more than a year and a half to receive them, but we should receive them in such a way that they will not feel that they are dependents or that we are extending anything suggestive of charity. When they do come we should be prepared to put them into some line of training. It has been suggested, as you have all heard, and we often have it broached in Saskatchewan, that we should be prepared to place them on the land. It has been said very often that this method of dealing with the returned soldier successfully will be somewhat doubtful. The isolation of farm life would hardly suit the returned soldier. He has been accustomed to companionship, noise and excitement, and to place him on a homestead where he would not see many of his fellow men for perhaps days at a time, could hardly be called the best thing for him. It has been suggested that in the case of those who wish to farm that we would place them in colonies. Some such plan as that might be worked out to their advantage. Again, as we all know, there are many who cannot go to the farm who, through the fortunes of war, have been maimed and cannot carry on agricultural life. We have the Military Hospitals Commission. We have the Council for the Re-education of soldiers. The chairman of that Council is the President of our University, Dr. W. C. Murray. The Council consists of seven men. This Committee tries to teach them in lines of activity most suited to them. We have, as Mr. Lance mentioned you have in Ontario, methods of teaching them engineering, woodworking and other similar lines, but there is one particular branch in which we are endeavoring to get some of the returned soldiers that evidently you have not got here. Some



HON. PRESIDENT MAYOR CHURCH, of Toronto who attended Convention of U. C. M.

have had experience in the work. Before they came back it was suggested by some in the Province that they be trained as Municipal Secretary Treasurers and clerks. In a Province such as Saskatchewan is, we have about six hundred and ninety municipalities of various kinds; of these, two hundred and ninety-eight are rural municipalities, and in the rural municipality probably the returned soldier would have a greater opportunity to enter into municipal life, as they would be in a position to pay him a good substantial salary. In the school the soldiers who decide that they would like to take up municipal work or have had some experiences are given lectures in the work. We have all of our sets of books there, because we have uniform municipal accounting and blank records, and they are taught actual municipal accounting. The Department of Municipal Affairs, to which I am connected, endeavors to give assistance in these matters. It is suggested that we would connect this with the University of Saskatchewan, and give some of these soldiers Provincial certificates, showing that they are competent to carry on the work of Municipal Secretary. Some of our municipalities prefer to have a returned soldier placed in office, and in such case where he would be placed in office and work for two years he would be given a permanent certificate as a Municipal

Secretary-Treasurer. This is merely a suggestion, but may be enlarged upon. There is one feature very peculiar and that is many of the men, even though they were Municipal Secretaries, before they went over, would not agree to re-enter municipal life, when they returned. We have many who are in France to-day, many who have returned, and some, for various reasons, will not accept municipal service again. The big question is what to do with these. In our schools we have endeavored to follow along the lines of their own wishes.

**A NATIONAL HIGHWAY ACROSS CANADA.**

**Mayor Buchanan:** Fifty years ago every Province of the Dominion of Canada were wondering how Sir John A. Macdonald and Mr. George Brown, two bitter enemies, were going to continue. They each had a vision. They linked up and gave us the finest country in the World, the Dominion of Canada.

Since then the German Kaiser conceived the idea that he would rule this world with tyranny. He linked up with the fox of Bulgaria and the old man of Austria. Great Britain, the defender of the seas, rose to defend the freedom for which she was looked up to. She linked up with France, and incidentally she linked up with Canada, through her right to be called part of the British Empire. When we look at Festubert, Vimy Ridge, and Lens we are proud of the mark that Canadians have made on the history of the work.

In Canada there has been a linking up and if there is one linking up it should be the linking up of a continuous highway through Canada, and why? If the millions of dollars that have been spent in poor roads, stone roads, by inexperienced municipal men with a desire to do something, and who did not know how to do it, had been expended in a concrete highway, millions of dollars would have been saved to this country, and we would have had a national highway from one end of Canada to the other.

**Alderman Prieur:** There are many reasons for having a national highway through Canada. It was my good fortune to go through the highways of France four years ago, before this war started. It was while enjoying that trip that I discovered a good reason for having one in Canada. I have travelled some thirty consecutive days on France's highways, and I have not covered one quarter of the highways which make up the pride of France. If France has been able to catch up from all her misfortunes ever since 1870, we can find the reason in her national highways. France six years ago was loaning money to Germany at six per cent. interest, because money in Germany was so scarce that borrowers had to pay eight per cent. Germany found out that the great source of revenue of France was started from her national highways. The number of people going through France from all over the world was something phenomenal. France's national highways are the source of her great ventures and was the source of her possibility to pick up from her misfortunes of 1870. Since 1884 France has been continually climbing up. I went through the roads of Germany, and I found out that the highways there did not cover one-tenth of the space they cover in France.

I wish to support that national scheme of a national highway across Canada because I believe it is a source of prosperity to the country.

**Mr. Wright:** "For two years the Canadian Municipal Journal has been fighting for a national highway across Canada, with great success. The general scheme is that the road should be built by returned soldiers. I am glad to say that in British Columbia that work has been taken up seriously, and a bill has already been introduced in Parliament on the question. They are working in conjunction with ourselves."

**MEMORIALS TO FALLEN SOLDIERS AND SAILORS.**

**Mayor Hardie:** First, I want to thank you, on behalf of the City of Lethbridge, for having elected me President of this Association for the coming year. Lethbridge will appreciate the honor very much indeed.

I think that the greatest memorial to our fallen soldiers and sailors is the handwriting on the wall. The Kaiser has been weighed in the balance and found wanting. That is one of the greatest memorials in the history of the world to any soldiers. Shall we write memorials on triumphant arches in our churches? Shall we place great monuments on the squares of our cities in honor of the soldiers who have gone to the front, some of whom will never return, and some who will return? The greatest memorial that we can provide is that they and their families, their children, their wives and their mothers shall be well provided for. In doing that we shall provide one of the greatest

## A MEMORIAL TO SOLDIERS—(Continued).

memorials our soldiers would or could realize. I do not believe that there is a spirit in anyone to-day that would not yield up everything possible that they had rather than that we should lose this war, and those brave soldiers who have suffered and died, whose bodies are lying in the cold ground of Belgium and France, who shall never return to us again, whose wives and mothers shall weep through the dark period of night and shall have the only consolation that they have fulfilled the purpose that God sent them into this world for. That is the nobility of our men.

A case came to my attention through a letter received from one of my own boys. Two soldiers went into battle. One fell and called to the other, "I have received mine." They had been life long friends. He wanted to send word home to his mother. He said, "Tell her that I did my duty and that if I have to die I am glad that I died in this way. The way has been hard and I am tired. The only thing I can wish for is God's blessing."

We must always remember that, while there are those who will come back, there are those who will never come back, and whose poor mothers are weeping night and day. One of the great memorials we must attend to is to see that the fathers and mothers shall be properly provided for, and especially that the children shall have the education that shall fit them to make their own way in this world. "When shall their glory fade" has been written on the history of all ages. It has been often spoken of the soldier who fought in the Crimean war. It was written of the battle of Waterloo, and it has been said that the battle of Waterloo brought forth no results, that the poor soldier who died on the field in that battle was not remembered. No soldier is ever forgotten. We cannot, we will not, we never could forget the great things that are being done for us to-day in the preservation of our liberty, in the preservation of the British Empire.

No person or people in all this world, when this war is over, will fail to appreciate what our soldiers have done, because they have not fought for their own liberty alone, they have also fought for the liberty of the peoples who are in the enemies' lines to-day. This is a battle for the freedom of the world, and not for the Allies alone.

There was a period known as the dark ages. The wives and children were looked upon as beasts almost, and had nothing they could claim. Out of that came the greatest effort for civilization the world has ever known. The battle field of France will result in what we Anglo-Saxons have striven for—freedom and liberty.

I think, of all the memorials that we shall put forth, it should be that we shall take care of the dependents of our soldiers, whether they be left behind or whether they come back, and in whatever condition they may come back. I realize what the women are suffering in this war. I have two sons at the front. I think that the greatest memorial and tribute we can pay is to the mother of a soldier who has been willing to send her son to the war.

The Convention closed with the election of officers for the ensuing year — a list of which appears at beginning of this report — and votes of thanks to the out going officers and the Canadian Municipal Journal.

### THE FOLLOWING RESOLUTIONS WERE ADOPTED IN ADDITION TO THOSE ALREADY RECORDED.

#### Control of Water Powers.

That this Convention of the Union of Canadian Municipalities desires to urge upon the Governments of the Provinces of Canada to take such steps as will reserve a sufficient supply of water power to meet the needs of the municipalities, and prevent any person or private corporation from diverting any such water powers without first providing for the needs of the Municipalities.

#### Lignite as a Fuel.

That in view of the high cost of fuel in the different provinces, the Dominion Government provide the sum necessary for demonstrating the commercial possibility of the briquetting of Lignite, as recommended by the Advisory Council for Scientific Research, and that the commercial preparation of Peat be also encouraged.

#### Conscription of Wealth.

Whereas it is regarded as right and proper that each and every citizen of Canada should do equal service by selective draft, and,

Whereas if flesh and blood is conscripted, it must be

self-evident that wealth, which is not nearly so vital to the nation's life, should also be conscripted.

Therefore be it resolved that this Convention of the Union of Canadian Municipalities urge upon the Federal Government the advisability of conscripting wealth along the lines followed in Great Britain at the present time.

#### A Message to Our Soldiers.

That the Union of Canadian Municipalities, assembled in public meeting, and representing all the municipalities of the Dominion, sends the following message to the soldiers of Canada at the front:—

Our hearts are with you, and with each one of you: we follow with the deepest sympathy your struggles, your contests and your sacrifices for us, and we rejoice in your successes: we shall not fail to send you the needed reinforcements and support: we pray that God may bless and sustain you through to a successful consummation of your sacrifices, and that you may soon return to places of life-long honor in our midst as victors in the Great Crusade: and our hope and desire is to help you to secure that position in civil life to which your services entitle you.



Sir Adam Beck.

Chairman of the Ontario Hydro Electric Commission, who delivered two important addresses at the U. C. M. Convention.

#### The Late Major Baker.

That this Convention of the Union of Canadian Municipalities has learned with deep sorrow of the loss which Mr. Samuel Baker, the esteemed City Clerk of London, Ont., has sustained in the death of his eldest son, Major Horace Greely Baker in action at the front, on August 20th, the sad intelligence of which came suddenly to him while making arrangements for the success of this Convention, and the comfort of the visitors to the municipality of which he is the clerk. We extend our sincerest condolences to Mr. Baker, and to Mrs. Baker, who has just arrived in England, hoping, doubtless, to see her son, Major Baker, who was serving his country so loyally and courageously, and who has now made the supreme sacrifice, with the thousands of his fellow Canadians, in the great world-war, and to the brothers and sisters of the deceased hero.

That this Convention of the Union of Canadian Municipalities, composed of municipal representatives from all parts of the Dominion of Canada, desires to express its appreciation of the great public service rendered to the people of the Province of Ontario by Sir Adam Beck, K.B., and the members of the Hydro-Electric Power Commission of Ontario, by their successful administration of the system of distributing Electric Energy to all parts of the Province.

An important paper prepared by Mr. R. A. Ross, C.E. of the Industrial and Scientific Research Council entitled From Lignite to Anthracite and presented to the Convention will be published in our November issue.



## A Civic Improvement League in Action

By W. H. ATHERTON, Ph.D., LL.D.

[The following communication, which is the Secretary's report of the City Improvement League of Montreal for the season of 1916-7, illustrating as it does a special phase of the Civic Improvement Movement in Canada, recently consolidated by the affiliation of existing local and provisional Associations under the Civic Improvement League of Canada, will, we trust, be of interest to all our readers.—Ed.]

At the annual meeting of the City Improvement League of Montreal, held on May 8, 1917, in the Windsor Hotel, the following report (in part) was presented:

### Ideals of League as High as Ever.

In presenting the eighth Annual Report, your Executive Secretary has reason to believe that, although the World War has rightly occupied so much patriotic endeavour to gain the ultimate success so near your hearts, yet the ideals for which the League stands and the position it holds as a force for the amenities of city life are higher to-day than ever. Thus although during the last two years the League has deliberately restrained several of its projected works in order not to engross patriotic duty needed elsewhere, yet after the war, when reconstruction will engage the attention of all, its organizing methods and its experience will enable it to be a potent factor in community co-operation.

### The League a Co-operative Clearing House.

Co-operation, being the keynote of its success, is what has made the Council of the League a clearing house of civic endeavour. Its short constitution which is "To make Montreal a better place to live in," gives it a mobility and elasticity so that in the future, as in the past, it can take up, supplement, or back up general movements for a better Montreal, whether undertaken by individual public citizens or by independent associations already existing, who would use our organization in addition to their own.

### The League Prevents Overlapping.

In view of many social movements that may temporarily arise and need promotion, without the immediate necessity of a new organization with its own independent board and separate memberships, entailing office and administrative expenses, the constitution of this League makes its Council the natural forum for discussion by public-spirited leaders of thought and fosters inter-relation and co-relation between existing associations; thus there has been prevented the overlapping and over-production of spasmodic associations of a useful but an ephemeral character. Contrariwise, when a movement is clearly perceived to be necessary and needs the erection of a permanent association, the League is always glad to hand over to a new body a work hitherto nurtured by it, or to promote one hitherto unassisted by it, by all the forces of its own central organization and by an invitation to other associations to rally around the newcomer all the old seasoned and well tried veterans.

### The League Prevents Over-Production of Associations.

The League also has this advantage, that it can father movements and carry on, as sub-committees, potential organizations as well as even well organized campaigns, which born of temporary and urgent emergency may, perhaps, be found necessary to relapse temporarily, but which can find their homes in the archives and in the memories of the League and be ready to be resuscitated at any given moment by the members of the old Sub-Committee or by a creation of new members to carry on the ideals of the original group of enthusiastic committee men and women.

The only thing that the League needs to carry out this crystallization of central unification is a very large membership, so that the subscriptions obtained may support the machinery of a powerful organization, ready for constant action.

### The Practical Working of the League.

The foregoing preamble has been thought necessary in order to explain our aims and possibilities to a certain number of enthusiastic workers who have recently joined the League, and of whom, from their undoubted success in civic uplifts through the medium of the recent spring clean-up campaigns, much can be legitimately expected in the future: To these it may be explained, as a record of the past year, that the work of our organization has been conducted as follows:

#### The Council.

There is a Central Council or Executive, composed of a President, two ex-officio Honorary Vice-Presidents, be-

ing the actual Presidents of the Board of Trade and the Chambre de Commerce, five other Vice-Presidents, who have generally gained experience as official or non-official leaders of public bodies; with five or six other Councillors, named by the President each year, also persons of the above type. There is an Honorary General Treasurer, two Honorary Secretaries, one English and one French speaking, and an Executive Secretary of the Central Council, who also acts as the General Secretary of the League, to co-operate with all sub-committees as a connecting link of the League with the central executive; thus, on the "Clean-up Committees", he has acted as the chairman of Co-operation. In addition to the Presidents or Official Representatives of Public Bodies are ex-officio liable to be invited to the deliberation of the Central Council, collectively or individually when the occasion demands their advice and co-operation.

### Standing or Special Sub-committees.

Added to the above there is the Board of Chairmen of Sub-committees, who are nominated by the President, consulting the wishes of the members of sub-committees. If, however, there is no sub-committee for a specific purpose, already formed, but is desirable, the President empowers a Chairman of his choice to form his own committee. Thus quickly a movement can be started with an active chairman, able to enthuse other spirits like himself to undertake works of great pith and enterprise.

### Members.

There are also the ordinary members, who are liable to be asked to serve on committees, and who are also called in special gatherings when the advice on some policy of the Executive is required.

When all these preceeding elements are assembled the general council of the League is then formed.

### Report of Activities of 1916-17.

After the last Annual Meeting, which was held on April 27th, 1916, there were carried over several unfinished movements. There was firstly the final steps to be taken in the affiliation of the City Improvement League of Montreal with the Civic Improvement League of Canada, which the local League was mainly instrumental in founding, as the records of the minutes dating from 1913 will prove.

### Affiliation with C. I. L. of Canada.

The League has thus become its first affiliated body, and the representatives of the District of Montreal for the Dominion League, which is conducted at present under the auspices of the Commission of Conservation. Each of our members is one also of the Dominion League, and receives its literature. The Montreal League is appointed to co-operate with the Dominion body in holding any local conference of civic and social organizations in Montreal.

Your President, Dr. Guerin, Messrs. U. H. Dandurand, G. F. Benson, W. D. Lighthall, K.C., H. Bragg, Zephirin Hébert, W. H. Atherton, LL.D. and others, are members of the Dominion Council of the Civic Improvement League of Canada.

The first Dominion Conference was held in Ottawa in January, 1916; its literature has been sent to our members.

The second conference will be held in Winnipeg, with the co-operation of the Civic Improvement League and allied organizations of Winnipeg, from May 27th to May 29th, 1917, at which formally appointed delegates from the Montreal League are invited, the transportation being rendered very easy pecuniarily. This was secured on the representation of your secretary at the Executive Meeting of the Dominion Council held at Ottawa in January last. On this occasion reports and recommendations were presented on behalf of your Fire Prevention and Clean-up Committees for inclusion in the discussions at Winnipeg: This will be done, for our experience will be a National asset and contribution to the general conservation and resources of energies.

May we not hope that our city shall be, in no distant future, the host of the Civic Improvers of the Dominion in a general Convention, called by the Dominion and Local City Improvements Leagues?

## A CIVIC IMPROVEMENT LEAGUE—(Cont.)

### The "Composite" Legislative and the Committees.

There was also carried over after the last Annual Meeting the co-operation of the Legislation Committee of the League, with what was known as "The Composite Committee" for Civic Charter Reform. This "Composite" Committee was the outcome of the deliberations of the General Council, of the League, after a series of studies upon the Municipal situation of Montreal by the special Legislation Committee, initiated after the Annual Meeting of 1915. This Special Committee, which had carried on its studies and investigations with the advice of certain official representatives or Presidents of co-operating societies, had its report ratified in general by a special General Meeting of the members of the League, on October 8th, 1915, and afterwards submitted to a further General Council of the League for final approbation.

In order not to appear greedy for "kudos," this Legislative Committee of the League, which had gradually become a forum formed by representatives of thirteen organizations, specializing on Civic Charter Reform, sank its identity and appeared before the public as "The Composite Committee." The President of the League, Dr. Guerin, was confirmed as its Chairman, and your Secretary acted as such to the new board while our Executive officers were also adequately represented there. This Composite Committee met often and finally presented a Bill of Reforms to the Legislative Council at Quebec, and was highly successful in retaining the *Status Quo* of the existing dual form of Government with a reduction in the number of Aldermen, as being the best temporary palliative to the evils of the Municipal situation.

The last meeting of the Composite Committee was held early in June, 1916: The details of the closing of the accounts, the minutes of the meetings, the responsibility to call the Composite Committee together when needed apparently being left to the care of the City Improvement League. This movement, organized for an emergency, may need resuscitation, but its continuity is guaranteed by the existence of the League as a central Bureau or Counting House of Exchange.

But be it said that this intrusion into Municipal Government Reform has not been the usual policy of the Council of the League. It has been content to leave such work to others, but the occasion being urgent and not being adequately filled up at that time by any other body, under certain peculiar circumstances, it was one which the mobile constitution of the League allowed to be legitimately used on a common request for the general good. This is an example of a temporary movement being fostered or undertaken till handled by an Association specially organized *ad hoc*.

The Legislation Committee has continued the policy of the Composite Committee, and Messrs. Zéphirin Hébert, G. F. Benson and Dr. Guerin, its chairman, went to Quebec last November again to maintain the dual government as the best temporary solution.

### Clean-up Committee. ("Clean-up Week"—Its history.)

A third movement, carried over from the Annual Meeting, was that of the Clean-up Week Campaign, in which the League had been co-operating with the Montreal Publicity Association, and other Associations, and on whose Executive body there was a large representation of the officers and members of this League. This Clean-up Week Campaign has the following history: As early as May, 1909, there was in existence the League's Committee of Streets and Lanes, with Dr. Leigh R. Gregor of McGill University, as chairman. This committee did active work and, accompanied by an influential delegation, appeared before the Aldermanic Committees at the City Hall with schemes for garbage removal, snow removal, repairing and cleaning of side lanes, etc., with more or less success, the movement then being only in embryo for — A Clean City; but it remained active till the untimely death of Professor Gregor, who died about January 1st, 1912, in Colorado, where he had gone for health. In recognition of his work, a monument, in the form of a drinking fountain (designed by Henri Hébert), was subscribed by the

League and placed on Fletcher's Field, with civic co-operation; it bears the legend—

### CLEAN-UP DAY.

#### L. R. Gregor—Un bon Citoyen—A Good Citizen.

At the regular meeting of the Executive for March 12th, 1912, there occur the following minutes:—

"City Cleaning Day." To be appointed by the Civic authorities for May 11th, after the May moving. Moved by Mrs. Smilie (representing the Montreal Women's Club.—Carried.

A letter to be forwarded to the Controllers, through a delegation hereafter to be appointed, was drafted and ordered to be sent to all Associations and bodies making for the betterment of the city, with a letter explaining the movement and asking for their co-operation."

At the Annual Meeting of May 12th, the following measures were proposed:—

1st.—A delegation to the City Controllers to advocate a City Cleaning Day for this year, the committee to arrange this being:—

The President, Prof. J. G. Adami, M.D.

The Hon. J. J. Guerin, M.D.

U. H. Dandurand.

Alderman Emard.

Alderman Morin.

Mrs. Smilie, President of the Montreal Women's Club.

The Secretary, Dr. Atherton.

2nd.—At the same time to urge receptacles being placed in the streets for rubbish, etc.

3rd.—To promote the use of playgrounds in the school yards during the vacation.

The delegation met with success, being backed by the endorsement of upwards of 130 Associations.

The printed Annual Report for 1912, relating this, gives the text of the proclamation by Mayor L. A. Lavallee, on May 20th, proclaiming Thursday, May 23rd, "As a general and final cleaning day throughout the city."

The report adds a note thus—"The cleansing of the city was very successful, but no doubt it will be even more so next year.

The leading newspapers gladly helped to arouse public interest; their action was invoked by the Mayor on the occasion of his reception of the delegates of the League, as absolutely necessary in popular educative movements."

### CLEAN-UP WEEK.

The Clean-up Day, with its preliminary period of preparation, was again promoted by the League, and was similarly proclaimed by the Mayor and was more successful, owing to citizen co-operation, but, as yet, there was not a sufficiently strong campaign to gain public opinion and to dispell apathy. This was supplied next year, 1914, through the following circumstances: On the occasion of a paper read at a dinner of the Montreal Publicity Association, the Vice-President, Mr. Frederick Abraham, advocating a clean-up week, an organizing committee of that Association was appointed to carry out this project as far as possible, with Mr. F. A. Covert, as chairman, and Mr. J. Sophus as secretary. On the report in the press of the nomination of this committee, the secretary of the City Improvement League, with the sanction and approval of his president, and at the instigation of several members of the Executive, communicated with the new committee and suggested co-operation, so as to avoid over-lapping. Consequently the executive of the City Improvement League met the new committee, and it was agreed that the work already begun should be enlarged as a "Clean-up Week" movement. Mr. Covert and Mr. Sophus were accepted as the chairman and secretary, and Mr. Frederick Abraham as the hon. chairman, while the President of the City Improvement League and most of its executive were content to be represented on the Board of the new organization specially established for campaign purposes. Your secretary gave the services of the League as co-operation, and the campaign went to the public, under the title of "The Montreal Publicity Association," Civic Improvement Campaign.

This hybrid name suggested the marriage and partnership of the two component bodies, co-operating in the good work.

(Continued on page 448.)

## FEDERAL INCOME TAX AND ITS EFFECT ON MUNICIPAL BONDS.

At the recent Convention of the Union of Canadian Municipalities a very important subject was introduced by Mr. E. T. Sampson, of Outremont, on the effect of the Federal income tax on municipal bonds. Below appears both Mr. Sampson's paper and the discussion that followed:—

"The Minister of Finance, has outlined his procedure with regard to the imposition of an Income Tax throughout the Dominion.

What are we concerned with gentlemen, in this far-reaching change in the incidence of taxation of this great country?

We are deeply concerned in:

The effect that this proposed tax will have upon the financial credit of our municipalities.

There are three distinct points to which I would like to call your attention, viz:

1st—The equity of the Imposition of the Tax upon Municipalities.

2nd—The effect upon Municipal Securities to be issued.

3rd—The procedure to be adopted by the officers of the Municipalities in the matter of Tax payment and reimbursements.

1—I would here refer to a recent work on Income Tax prepared by Mr. Ogden Whiteley, City Treasurer of Bradford, England.

Mr. Whiteley says:

"Many of the duties of Municipalities are National or semi-national in character, such as police, education, highways, public health, etc., etc. Why, then, if Municipalities are in effect performing the work of the Government, should they be assessed to Income Tax, when if the Government itself had undertaken these same duties, the properties would have been exempt."

The trading undertakings (public utilities) are not acquired or established for the purpose of earning profits, and the consumers receive all the benefits accruing in the way of reduction of taxation; whereas an undertaking owned privately exists for the purpose of earning profits for its owners (or shareholders).

2.—The Effect Upon Municipal Securities to be Issued.

This is, indeed, a serious aspect of the whole subject and worthy of very close attention.

One can easily appreciate that the improvement in the market of the Government Securities will, in the long run, be obtained at the expense of Municipal and other securities. The bond buyers will certainly insist upon an adjustment of prices which will further reduce the value of the Municipal security. This aspect is the more serious on account of its coming at a time when municipal financing throughout the Dominion is critical. Undoubtedly many of our Municipalities are at the present time seeking means for the purpose of refunding short date issues, in respect of development work already completed, and it will be a real hardship to those authorities if their securities are now handicapped by a liability to Income Tax.

That the imposition of Income Tax on interest payable on all Municipal securities will have a very deterrent effect upon all development is certainly to be anticipated. In certain cases, it will not perhaps be an unmixed evil, but we must also bear in mind that essential and urgent works will also have to carry this additional burden.

3rd—The Procedure to be Adopted by the Officers of Municipalities in the Matter of Tax Payments and Reimbursements.

This is more or less a question of routine, and as yet I have not read what the Minister of Finance proposes to do with regard to taxes on interest. Is it to be compulsory for the lenders to deduct from all interest charges payable by them the amount of the tax due thereon? (This is the British way). In which case I foresee many difficulties with interest coupons which will have been detached from bearer securities and presented in the usual way.

Will it be possible to induce the banking establishments to make the necessary deductions?

Again, that of interest coupons held and payable abroad (New York and elsewhere)?

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## FEDERAL INCOME TAX—(Continued.)

In reviewing the whole situation, I am inclined to the conclusion that it would be good policy on the part of the Government to grant, and it will be the only safe policy for the Municipalities to do their utmost to obtain exemption from the imposition of the proposed tax on the interest payable on all Municipal Securities.

I therefore submit the following resolution:

"Whereas the imposition of an Income Tax is about to be approved by Parliament, and

"Whereas the liability to the said tax of all interest payable on Municipal Securities, is having and will have a very serious depreciating effect in the value of the said securities;

"Whereas necessary development work by the said Municipalities will be seriously handicapped and even jeopardized by failure to obtain the necessary loans at reasonable interest rates."

This Convention places itself on record and urges the Hon. Minister of Finance to obtain some preferential consideration to Municipal Securities as that given to Government Securities."

**Alderman Ryan:** "Mr. President, I think that there is a very small amount of Municipal debentures being sold in the Dominion of Canada. Before the war these loans were made over in England and in Brussels. Since the war started we have been financing in the United States. There is no doubt that if a resolution of this kind were adopted that the local people would withdraw the money they have out on mortgages and invest in local debentures. This would have a very bad effect. I do not see why municipal bonds should not be taxed. If you exempt the municipal bond, it is natural that men will buy the municipal bond. I do not think that it will have a good effect on the future."

**Alderman Ashplant:** "I am of the opinion of the last speaker, Mr. Ryan. It is a very vicious principle to advocate and endorse. The real trouble is that that thing has been done as far as it has been by the Dominion Government and it is because of that that the proposition has been brought in by Mr. Sampson to relieve the municipalities by action of the Finance Minister. If you pass this resolution the Government will feel that you have endorsed its policy as far as it has gone. What we need to do is to condemn that for the most vicious principle that has ever been introduced. I leave it to other men from various municipalities.

**Alderman Ryan:** "I prefer not to have an amendment but that Mr. Sampson withdraw his resolution. I agree with Mr. Ashplant, but I do not think that we should go as far as to pass a resolution condemning the Government."

**Mayor Denton:** "Why not adopt the resolution brought in here and help to save the municipalities along that line. The Government have put out their bonds with no tax. Let us pass a resolution and help out the municipalities who are trying to sell their bonds.

**Alderman Ryan:** "I think we should amend the resolution and follow up Mr. Ashplant, in this way, that we request the Government not to exempt Dominion debentures from income tax. I think there is no use making a bad thing worse. There is no use going ahead and continuing the same thing the Government has done by not imposing a tax on municipal debentures. The most of our debentures are sold in the United States and the Americans sending over the coupons would not be taxed. If I have \$1,000,000 worth of bonds to sell and sell them in New York there would be no income tax because the foreigner would be collecting the interest."

**Mayor Burgoyne:** "I cannot agree with the resolution, nor do I agree with the remarks with regard to the Dominion war loan. Canada is at war. We have to raise the money and I do not think that we should find fault with the principle of making these loans. If these loans were subject to income tax the Government would have to pay a higher rate of interest or a larger amount for the bonds. We have less interest to pay on account of exempting them from income tax. Municipal bonds should pay the war tax even if we have to take more of a discount on our debentures. Let us assist the Dominion Government by giving them all the encouragement we can to make the war loans a success. You know how much importance there is attached to the success of a war loan, whether it is in Great Britain or in any other country."

**FEDERAL INCOME TAX—(Continued.)**

**Mayor Hardie:** "I rise to say that I am opposed to the resolution. I think the principle is vicious from the beginning. If you have a thirty year bond you are exempt income on that bond for thirty years. If you have a short term bond I probably would agree to it. I think it is one of the most vicious principles that has been entered into in finance. The Dominion Government figures this way: They got the equivalent when they sold them at a higher price under these conditions. I do not think municipalities should go into it and I do not believe that you will get the difference in the price if you consider the period the bond has to run and the amount of money you have to pay income tax during that period. I have been in the bond market for the last five years and I have studied it closely."

**Alderman Ryan:** "We all understand that these are short term loans. They are borrowed in the United States on Treasury Bonds or whatever you might call them. The day will come when the Dominion Government has to decide on the financing of the war debt. They will be fifty year bonds perhaps. Let us get a resolution passed asking that when they finance for the long term bonds that these bonds will not be exempt from the income tax. The bonds issued at the present time are all short term bonds because the rate of interest is so high."

**Mayor Hardie:** "Has not the Government already issued a ten year issue and a twenty year issue with exemptions?"  
Voice: "Yes."

**Mayor Hardie:** "I am calling your attention to that fact, because Mr. Ryan probably has overlooked it."

**Alderman Ashplant:** "In putting the buyers of Dominion war bonds and buyers of municipal bonds together you have practically obliterated the possibility of raising an income tax to meet the war issue."

Upon motion the resolution based on this paper was withdrawn.

**COMMERCIAL INDUSTRIAL ROADS AND MILITARY ROADS.**

A recent issue in The Army and Navy Journal, contains an article on "Good Roads and Army Transports," in which Representative Greene, of Vermont, and Brigadier-General William M. Black, Chief of Engineers of the United States Army, are quoted. Mr. Greene said: "It is obvious when one stops to think of it, that if the construction of public roads under federal aid continues, without some eye to the possible use of those roads for military purposes, they will not be constructed in such a manner as to permit the transportation of the army and its supplies in time of great necessity."

General Black said: "The part that is not working itself out is the co-ordination of the roads of the various states so that we will have through highways. The general movement has to look beyond state limits. It has to get through routes, and it should be able to require that an improved highway system of one state connects with the highway system of another state. As a rule, the highways most needed for federal purposes will be those that will also be most used for commercial purposes, and it is simply a question of having such federal supervision as will see to it that the most needed roads are built first."

If such co-operation between the federal and local authorities is needed in the United States, it is surely needed in Canada.

**THE SUPERINTENDENT.**

The success of an institution practically depends on the superintendent. Unless he takes a personal interest in each pupil, and creates through his subordinates a wholesome and bracing atmosphere, it is useless to expect great results as far as the future well-doing of the boys is concerned. To them the superintendent is everything; he looks after their food, their clothes, their health, their teaching, their training, their games, and their happiness in general, and finally has to see to them being placed out in life. He is not only himself a friend to each boy, but by taking pains with the boys in general, he makes them fit to be good friends with each other; for it must never be forgotten that in the majority of cases their lives have been neglected and friendless, without any opportunity to give or receive affection. He must make them proud of their school, and by example of himself and officers arouse in them the ambition to be of service to the world. Boys in whose hearts the divine fire is kindled will scorn to do unworthy things.—J. J. Kelso, Founder Children's Aid Societies.

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### WORKING OF A CIVIC IMPROVEMENT LEAGUE—(Continued from page 444.)

In 1916 the Montreal Publicity Association retired, after having done its work, and thrown into the movement new methods of publicity and of arousing public attention, which have been of incalculable good to the movement. The committee now merged itself entirely into the position of a sub-committee of the City Improvement League, bringing us in new members, new enthusiasm, new methods of publicity, new vim and new promise of hope to carry out the old ideals of the League with refurbished weapons of heart, mind and energy.

#### Junior Civic League.

It has especially brought new blood into the League, which, if wisely transfused into the parent body, will give a new lease of life to the League. In this regard I would respectfully suggest the formation of a Junior Civic League, to train up youth in civic pride and civic duty, and that the directors of this movement should be chosen from out of the newly received adjunct. A great field is opened thus for activity and public spirit.

#### City Planning Committee.

This committee has been quiescent during the war, but it retook the continuity of its work in the movement made last January, when a movement with Mr. Thomas Adams, Town Planning Expert of the Commission of Conservation, as its speaker, was set on foot in the Ladies' Ordinar, Windsor Hotel, at a meeting of the General Council of the League to petition the Quebec Legislature for increased City Planning facilities for the Province of Quebec. The scheme then outlined was placed before the Premier and the House, and was favorably received, but its full success depends upon the reception that the bill, approved by us, receives next session. This City Planning Committee has been at work since 1909, one of its chief works was the promotion and final establishment of the Metropolitan Parks Commission, which is not dead, but slumbers.

The report of the above meeting is to be found in "Conservation," the journal of the Conservation Commission, which is the formal organ of the Dominion Civic Improvement League, and is received by our members.

#### Housing Committee Report.

This committee, also, has been designedly quiescent, but studies have been made by your committee and literature procured. A great movement for better housing has to be initiated as soon as the past bellum reconstruction allows us. Slums must go and modest, comfortable houses for the working classes must appear. Civilization demands it.

#### Vacant Lots Committees and the Montreal Cultivation Committee.

This committee, at the request of several Associations, determined to begin activities again on the lines of Baldwin Park, so adequately successful two years ago, but found it better that a new organization, rendered necessary by the prevailing tightness of food supplies, should be created to start a great general movement of intensive cultivation, and at our suggestion a meeting of several associations approached the local representative of the National Service Commission, and in consequence, under its auspices of the latter body rather than of our own, the Montreal Cultivation Committee was inaugurated. However, on its executive your secretary acts as the honorary secretary and its Joint Chairman are Mr. J. S. Brierley and Mr. U. H. Dandurand, chairman of the Vacant Lots Committee of the League, and Mr. J. S. Brierley, Mr. F. Abraham, and E. Montet, vice-chairmen; all members of our League, and the heads of sub-committees also being, in many cases, members of the League.

A special sub-committee of this Cultivation Committee, which practically undertakes one whole section of the cultivation movement, is the home garden section, which is to be wholly undertaken by the Clean-up Committee of the City Improvement League.

The indefatigable efforts of Mr. J. S. Brierley, Mr. F. Abraham, Mr. U. H. Dandurand, ex-Ald. Drummond, and Mr. F. W. Stewart and others, deserve greatest approbation.

#### Fire Prevention Committee.

This committee, formed this year, for special purposes, is making preparation for launching a campaign of in-

struction so as to secure legislative enactments to reduce evils of present day laws affecting fire risks. Chief of the Fire Department, Mr. J. Tremblay, has charge of this for the League, both here and in connection with the Dominion Civic Improvement League.

**Drug Habit.**

This committee has not judged it opportune as yet to present its studies to the public, but its chairman, Dr. F. E. Devlin, a well known alienist, has material ready to show the needs of great public consideration of the growing evils due to the drug habit in the great cities of this continent.

**Other Activities.**

Several times during the season past your executive has safeguarded the beauty spots of the district. Recently at the request of the Parks and Playgrounds Association, invoking the principle of the League being a clearing house of co-operation, your executive appeared before the city authorities to save the mountain park from the encroachment of the tram cars. Similarly the Fair Franchise League has called upon the League for support, and in general its main lines have been endorsed.

**Noise Nuisance.**

At the request of the Women's Club, your executive has attempted to form a committee to fight the noise nuisance. It has relied for this committee on the personnel of the Clean-up Committee.

An Anti-Noise Campaign is much desired by citizens, many of whom have written to your secretary for years asking for such or for legislation.

Arising out of a speech of the president at the "Clean-up Committee" dinner, hope has been expressed that a bill be provided demanding a disinfectant by-law to regulate the sale of second-hand articles in public stores. A committee appointed for the purpose is recommended to cooperate with a committee to be formed of Aldermen.

**Elections.**

The following elections and appointments were made: President, Hon. J. J. Guerin, M.D.; Hon. Vice-Presidents (ex-officio), Mr. Zephirin Hebert, President of the Board of Trade; Mr. J. E. Daoust, President of the Chambre de Commerce; Vice-Presidents (elected), Messrs. U. H. Dandurand, Victor Morin N.P., LL.D., George F. Benson, Frederick Abraham, Fire Chief Joseph Tremblay; Hon. Treasurer, Mr. J. F. Boulais, N.P.; Hon. Secretaries (English), C. H. Gould, B.A.; (French), Horace Gagné, LL.L.; Executive Secretary, W. H. Atherton, LL.D.; Members of Council, appointed, Senator Hon. R. Dandurand, Messrs. J. N. Dupuis, Lyon Cohen, F. J. Shepherd, M.D.; Mrs. J. B. Learmont and Mrs. Macdonald McCarthy.

The following chairmen of sub-committees were appointed:

- Civic Legislation—Hon. J. J. Guerin, M.D.
- "Clean-up" Campaign—Mr. F. A. Covert.
- City Planning—Mr. W. D. Lighthall, K.C.
- Vacant Lots—Mr. U. H. Dandurand.
- Fire Prevention—Fire Chief Tremblay.
- Housing—U. H. Dandurand.
- "Drug Evil"—Dr. E. Devlin.
- Membership—Mr. F. W. Stewart.
- Junior Civic Improvement League—Dr. B. Conroy and Messrs. J. Laporte and Guy Dobbin.

**APPRECIATION OF CHILD LIFE.**

At a meeting of one of our Country Councils a three hours discussion took place on good roads and one hundred thousand dollars was unanimously voted to building better highways in the county. The same meeting hesitatingly voted three hundred dollars to help the officially organized Society to protect and conserve the childlife of the district and this important work can only be partially done in consequence.

Another County Council with great enthusiasm voted fifty thousand dollars to the Patriotic Fund and two hundred and fifty dollars to the County Children's Aid Society whereas a grant of one thousand dollars would have made the organization one of the most efficient in the province.

What is the explanation?

Well, they just don't realize how supremely important and economical it is to protect the boys and girls who are going to be the Empire-builders of the future.—J. J. Kelso.

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### Interfering With the Water Supply.

Early this year the Vancouver City Council gathered a large delegation to proceed to Victoria and protest against logging on the watershed of the Capilano River from which comes a large part of Vancouver's water supply. It was contended by the medical health officer of the city that the water would be contaminated, however well regulated the logging operations might be and that the government should prevent any work being started above the intake.

The city, however, was unwilling to compensate the owners of the land or timber and the government decided that while they might strictly regulate the operations they could not prevent them.

It developed also that the logging company actually owned the lands on which the city's extensive intake plant was located and that through carelessness some years previously the city had never acquired title to the land on which so much money had been spent.

Since that time the company has gone ahead and built a railroad over ten miles from Burrard inlet into the timber.

In August an offer was made to the city by the company providing that if mutually satisfactory arrangements could be made between the company and the city the company would be prepared to deed the intake site to the city. The medical health officer reports that satisfactory regulations which will amply protect the purity of the water supply can be made and it is expected that by working together in harmony good will result to the city from the logging operations. It is quite likely that as part of the agreement the company would be willing to agree to sell to the city at a nominal figure the whole watershed owned by it when the logging is completed.

Now would be a good time to make such an arrangement and the city should make an effort to have this arranged as even although it takes twenty years to log the land, possession then by the city may save much trouble and expense to future councils.

A large shingle mill is to be established by this company on Burrard Inlet in North Vancouver District Municipality and later a large sawmill may be erected, the site having already been secured close to the first narrows. Meantime it is the intention of the company to export the fir logs.

### Light, Power and Transportation.

The inquiry by Prof. Adam Short into the light, power and transportation problem in Vancouver took place in August, but no report has yet been made on the conclusions reached.

During the investigation the city protested against a high light rate to offset the loss on the tram lines and contended that each service should be considered separately.

Much light was thrown on the operations of jitney companies and with the voluminous evidence before him, Prof. Short ought to be able to provide a solution to the many problems which have worried both the city council and the British Columbia Electric Railway Company.

### Troubles of Industrial Bonusing.

Port Coquitlam has been having some trouble with its proposal to bonus a steel industry. After the by-law had passed two readings the council decided that it was desirable that the promoters of the industry should satisfy the council that they meant business.

The promoters, however, desired the council to submit the by-law to the electors and leave the promoters at a meeting to submit the by-law to the electors and leave the promoters at a meeting called for the purpose to convince the electors that they had a bone-fide scheme.

As this would probably place the municipality in the position of having to go to further expense in repealing the by-law if the promoters failed to proceed with the work, the council wisely decided to do no more until satisfied as to the ability of the promoters to finance the project.

### High Cost of Living.

The high cost of living has been engaging the attention of several municipalities lately. Vancouver has decided that in that city overlapping delivery systems has a good deal to do with high charges, particularly so in the case of milk.

Coal has gone up considerably this year and the city will seek power to sell direct to the citizens. It is claimed that the system of handling coal from scows is antiquated and costly and that modern methods will be necessary to reduce costs.

Over-capitalization of certain of the mining properties

is also blamed and the government is being urged to investigate the situation.

Several municipalities have found it necessary recently to increase wages and the standard rate for unskilled labor is now 40c per hour. In the event of wages going any higher many municipalities plan to confine their operations to strictly necessary works and maintenance.

Tax collections have been about the same as last year in most places and it has been found difficult in some cases to finance the additional charge on revenue resulting from increased cost of labor and material. Many Tax Sales will be held this year as in no other way is it possible to bring the municipalities into satisfactory financial condition.

The municipality of Point Grey is taking up strongly the question of cultivation of vacant lands and has arranged with the C. P. R. for a nominal rent on cleared lands of that company. The government has also been approached with a view to getting a lease of extensive government lands in Point Grey.

It is proposed to use the land for market gardening and pasturage. Business in most lines throughout the province is brisk and new industries are being established in several municipalities particularly on the coast.

The lumber industry is exceptionally busy and in spite of the dry summer there have been few serious forest fires.

Farmers report an average crop though the lack of rain has in some places materially reduced the expected crop.

### AN IMPORTANT OFFICE.

The Children's Agent, if he is to be successful in the truest sense, must be a student of social problems, for when the welfare of the child is considered, you immediately touch upon all the kindred problems of parentage, housing, employment, environment, health and play opportunities. The child should always be treated as a member of a family, and the family as an integral part of community life. The interests of the child are identical with those of the parents, and the welfare of both should be the concern of the whole community.

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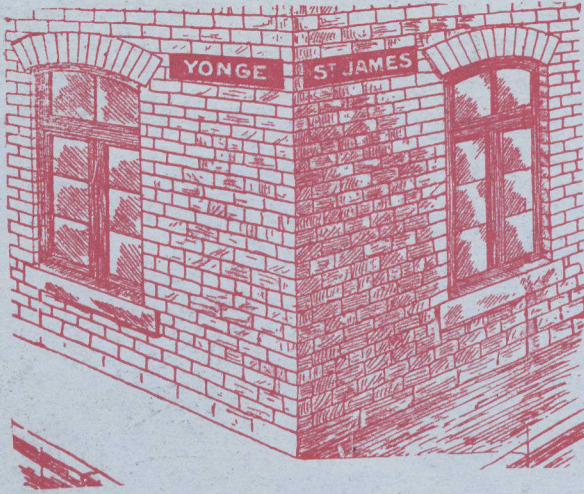
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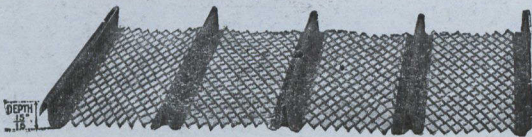
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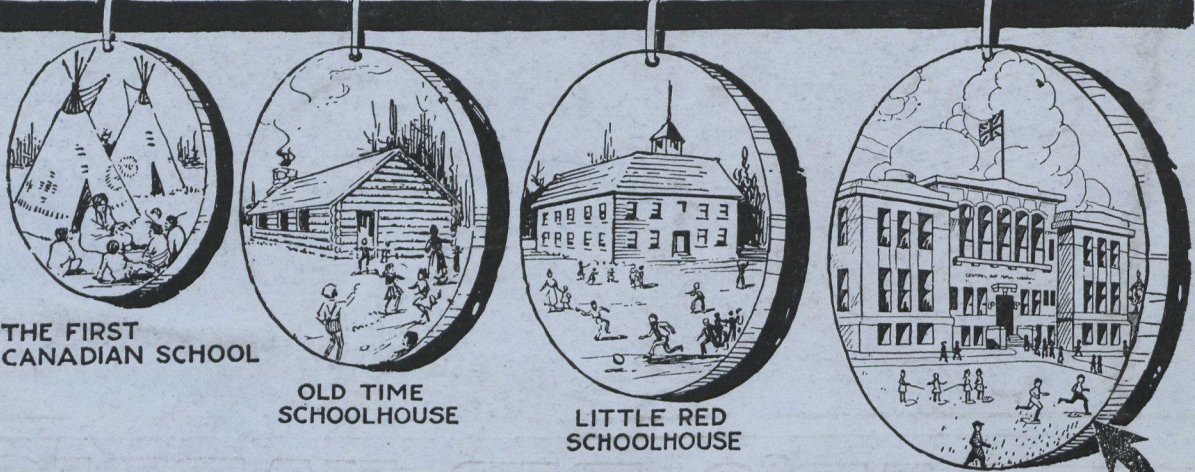
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