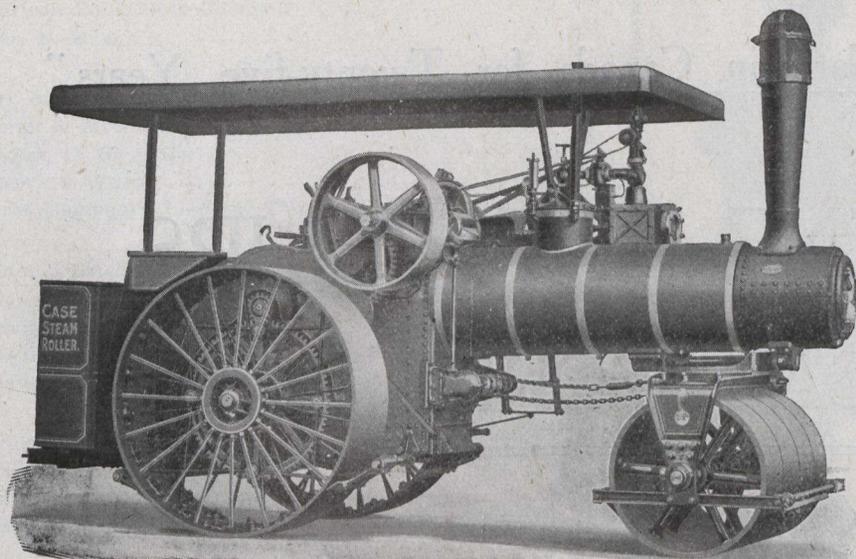


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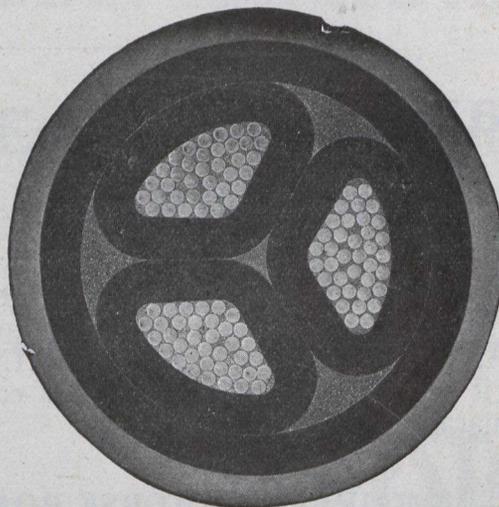
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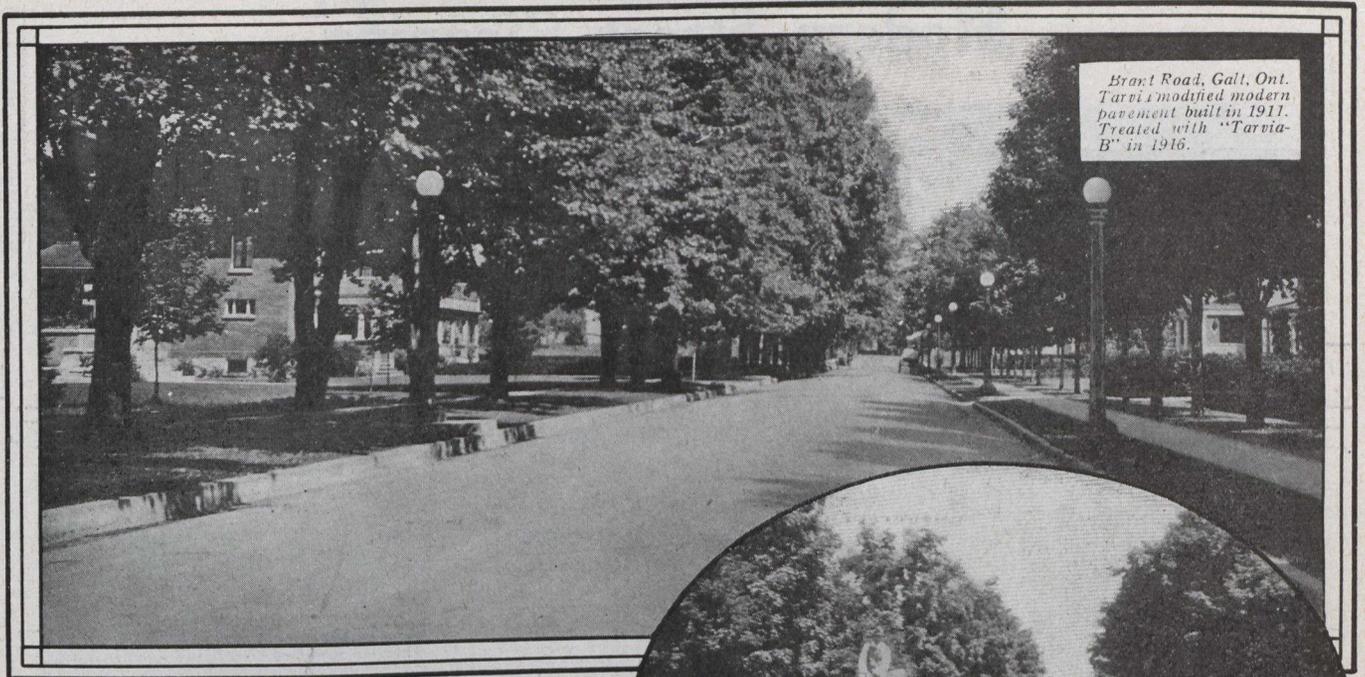
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A view of Andrews Street, Galt, Ont. Surface-treated with "Tarvia-B" in 1916 and 1918

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The small photograph in the oval shows St. Andrew's Street, built originally as a waterbound macadam street and treated with "Tarvia-B" in 1916 and again in 1918.

This street shows what can be done by surface-treating old water-bound macadam with Tarvia if it is taken in time. Systematic surface treatments with Tarvia will keep this road in fine condition indefinitely.

Tarvia is ideal for city and town residential streets because a Tarvia street is dustless and mudless and easy to keep clean. Taxpayers like Tarvia streets because of these features, and also because they can be maintained very economically.

Galt is only one of the scores of Canadian cities and towns that are solving their street problems with Tarvia.

If your community is facing any road construction or re-construction problems, or if you require an efficient dust preventive, road preserver or patching material, it will certainly pay you to investigate Tarvia.

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

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Modern Street Cleaning



The question of clean streets has ever been a prominent issue in all modern cities and towns, which look after the health of their communities and take any pride in the appearance of their thoroughfares.

In the larger centres where there is considerable traffic, greater refuse and varied types of pavements, it becomes a serious problem for the City Engineer or Street Commission to know and adopt the best and at the same time the most economical method of Street Cleaning.

We have become accustomed to see the man with the Hand Broom on our busy thoroughfares and possibly, from familiarity, have not stopped to consider what an expensive proposition this is, when we consider the present high price of labor.

We have seen the Watering Cart or Sprinkler along our streets, but we have never considered

the disadvantages of this system, of merely wetting the Streets and leaving all the refuse there.

We may have possibly remarked the "Flusher," with its abnormal amount of water, which washed everything towards the gutter and down into the sewers to clog them up and cause an expensive item of sewer cleaning.

We have not stopped to consider, we who pay the taxes, of the ill-effects of too much water on our pavements. The people who lay the pavements, will tell you that the most injurious thing they have to contend with is the injudicious surplus of water applied to our pavements, whether asphalt, brick or block.

There is however, a new system of Street Cleaning now forcibly brought to our notice and that is "The Elgin," illustrations of which are shown herewith. The Elgin Sweeper is a combination machine, which

By the Newest Methods



Sprinkles, Sweeps and Collects. The motto is "Use as little water as possible."

The Elgin sprinkles the Streets only sufficiently to lay the dust. It sweeps all refuse on to a Conveyor, which in turn, carries it into a receptacle known as the "Collecting Hopper". There is no dust, no wet, slimy and slippery pavement, and the material is collected and taken away. There are no piles of refuse, left at the curb to be blown around everywhere.

It is the opinion that this System is well worth looking into. It is claimed that Street Cleaning can be done for 25% to 50% less than under former conditions, that it is the most sanitary method yet adopted and the most economical from a point of Street Cleaning and saving of pavements.

The illustrations, presented herewith, show two machines; The Elgin and the "Auto Sweeper". The latter is an auxiliary machine, which sweeps right from the gutter, for a path of 7 feet. The

Elgin follows and picks this up, making a swept path of from 13 to 14 feet.

With the Elgin it is claimed that 150,000 square yards can be swept in one day and with the Elgin and Auto Sweeper working together from 200,000 to 225,000 square yards in one day.

Many of these machines are in use in the United States. In Canada, the City of Halifax has purchased an Elgin machine. Montreal made an investigation and afterwards installed 10 Elgin Machines and 5 Auxiliary Auto Sweepers. Montreal is abandoning the manual labor on its Streets and is successfully demonstrating the mechanical cleaning method.

With the present demands of labor it is gradually getting to a point where City Engineers and Street Commissioners are seeking cheaper and more effective methods. The Elgin appears to have solved a great difficulty and we recommend it to all up-to-date municipalities.

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Published Monthly by

The Canadian Municipal Journal Co., Limited

Harry Bragg, Pres.

Frederick Wright, Sec.

FREDERICK WRIGHT, Editor.

Coristine Building, Montreal.

Any article appearing in these pages may be reproduced provided full credit is given to the Journal.

VOL. XV.

MONTREAL, SEPTEMBER 1919.

No. 9

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A Campaign for Good Roads in Canada

The Canadian Good Roads Association is extending its activities to a Dominion wide educational campaign with the object of stimulating a more active interest in the Good Roads movement generally, and in particular to create sufficient public opinion to influence the provincial and local authorities to take advantage of the Dominion aid of \$20,000,000. For some reason the offer has not been taken up as well as expected. Even the boosting given it by the Commissioner (Mr. A. W. Campbell) has not made it popular, but now that the Good Roads Association has determined to take up the matter there is every chance for its success. The principal difficulty that the Association has to overcome is the jealousy of the provincial authorities who seem to have a chronic resentment against any scheme emanating from Ottawa for the benefit of the citizens generally, particularly when the said scheme is of such a nature that it should have been taken up, but for one reason or another neglected by the provincial authorities themselves. This is well illustrated in the Federal Aid scheme itself. Outside Quebec and Ontario the roads of Canada are anything but what they should be, the principal reason being that the Provincial Treasuries are not overflowing with funds—and good roads cost money. The Dominion authorities know this and, being urged by good road enthusiasts, such as the Canadian Good Roads Association, offer to subscribe \$20,000,000 for the building of good roads on certain conditions which in effect are, first, that for every forty cents put up by the Dominion Government the Provincial authorities must put up sixty cents, and second, the Dominion authorities must have a voice in the control and management of whatever roads are built with the aid of Federal funds. Whether these conditions are good or bad we are not prepared to say, but we do think the time has come for closer co-operation between the Federal and Provincial—and Municipal—authorities in everything that affects the welfare of the citizens. Canada has a population of

less than nine million, yet she has one Federal, nine Provincial and over 3,600 Municipal governments to control her administration, which means that unless each unit appreciates and works with the other units much that would be valuable is wasted. In the building and maintenance of our roads, highways and streets the three units are now associated, consequently there should be the closest co-operation between them though there is a tendency on the part of both the Federal and Provincial authorities to forget that there are rural as well as municipal authorities who know local needs better than either. Be that as it may, we wish the Canadian Good Roads Association every success in its campaign for good roads.

"THE FLOWER CITY."

There are different means of booming a municipality, some not very wise, but we certainly congratulate St. Thomas (Ont.) on the way the local horticultural Society, through its President, Dr. F. E. Bennet, boosted the city by first winning one of the principal prizes of the American Gladiolus Association at its annual exhibition held in Detroit and second by tagging all the flowers sent in by the society with the legend, "Grown by Members of the Horticultural Society of St. Thomas, the Flower City." We cannot conceive any better way of municipal advertising than such propaganda as has been carried out by Dr. Bennett and his horticultural friends, not only through outside exhibitions but in the streets of St. Thomas itself, which throughout the season are one mass of bloom, largely through the efforts of the Society, backed up by a small annual subscription from the city council. "The Flower City" is a beautiful title, but it has been well earned by St. Thomas and its citizens, particularly when it is considered that not so very long ago St. Thomas was very prosaic in its surroundings, but that was before the time of Dr. Bennett.

Hydro-Electric and Municipal Co-operation

One of the most striking instances of the value of a commodity in co-ordinating the forces of municipal administration is seen today in the Province of Ontario—that commodity being electric energy. But back of the commodity was, and is, the human dynamo—the then Mayor of London, now Sir Adam Beck. This man, a local manufacturer, saw through his mind's eye the potentiality of public owned electricity as a means not only of building up the industries of the province because of cheap power, but of supplying the homes of farmers as well as the citizens of the cities and towns with cheap lighting systems. These potentialities of but a few years back have by this man become facts today. Ontario today has the cheapest electric power and lighting in the world, not because of the great water powers of the Province but because their development and their utilization have been controlled for the people by the people—through the people's Beck. As though this were not sufficient, Sir Adam Beck seems determined that the people own and electrify everything that runs on rails within the Province, and he is likely to succeed. Hydro-Electric and Adam Beck

are synonymous terms to the man in the street. This is a mistaken idea, for Sir Adam Beck would never have made the success he has in his hydro scheme without the unstinted and unselfish aid of a number of municipal men who like himself believed in its future—such as T. J. Hannigan of Guelph, W. B. Burgoyne of St. Catharines, and Mayor Church of Toronto. These and other men, in season and out of season, have never lost an opportunity to preach the one gospel of Hydro, with the result that municipal Ontario is as closely bound together as it is possible to conceive. Whatever may be their differences on other questions, on the public ownership of everything electric, the urban and rural municipalities of Ontario are as one unit strong enough to resent the inroads of private interests, with the one exception of the Toronto and Niagara Power Company, and it looks like this interest being eliminated by the simple process of buying it out. Be that as it may, the municipal councils of Ontario have set an example to the world in public ownership of a great public utility.

Housing in Great Britain and Canada

In the Old Country they are solving the problem of housing in a way that would surely scare our own administrators. The Imperial Government recently passed through Parliament a Housing and Town Planning Act which in practice obliges each and every municipality in the country to provide houses for every family requiring one. If such an Act was in force in Canada it would mean a capital expenditure of at least \$1,500,000,000 to house the homeless families—that is, assuming there is a shortage of 50,000 tenements (there are more) at a cost of \$3,000 apiece. The difficulty is that some local authorities in Canada are diffident to take up the question seriously, though it is a vital one, for the shortage of houses has unquestionably been one of the principal causes of the increase in the cost of living. In Montreal district, because of a shortage of good houses rentals have increased from 50 to 75 per cent within the last three years, and other cities and towns are proportionately as badly off. The effect of this shortage is that many families are either compelled to pay in rent a larger proportion of their income than they can afford or live in comfortless rooms which, to say the least are not conducive to health. And this in a country of vast areas. In other words, because of the shortage of dwellings the citizens of our cities and towns are today in the hands of the most pernicious and profiteering system in Canada—landlordism. This being so it is surely the duty of the local authorities to remedy the evil wherever possible, but though quite a number of councils are already acting in the matter in a way that cannot help but be of benefit to their respective communities, there are many councils still under the impression that the question of housing is outside their jurisdiction. Town Planning and Housing are, or should be, just as much a part of local administration as the care of the streets. As

a matter of fact the proper control of the community thoroughfare is but a part of town planning itself, and certainly no edifices should be allowed to be built whether they be in the form of public buildings, factories, offices or private dwellings, unless they conform to a general plan of the community.

In an article which appears in "Housing" the official organ of the British Ministry of Health, the new Housing, Town Planning Act is explained as follows:

The passing of the Housing, Town Planning, etc., Act, 1919, is an achievement of the utmost importance. Parliament has played its part in making the necessary legislative provision to meet the urgent need for more and better houses, and the matter now rests in the main with the local authorities, subject, of course, to the Ministry of Health, who will do their utmost to assist the local authorities in their work.

The outstanding feature of the new Act is the absolute obligation which is now cast upon local authorities to provide such new houses as are needed in their area, if no other agencies are prepared to do so, this obligation being, on the one hand, enforced by default powers, and, on the other, aided by liberal financial assistance, making the matter a partnership between the local authority and the State.

Besides thus providing for the erection of new houses, the Act greatly facilitates the clearing of slums, both by reducing the expense to local authorities of the purchase of slum areas, and by allowing the cost of clearing to rank for financial assistance from the State where re-housing is required.

It would be well that the many details of this Act should not obscure the large points of policy for which it stands. Regarded as a vital matter of national well-being, good housing is perceived to be a condition of national survival, and the cost of the liberal financial assistance which is shouldered by the State is a measure of the recognition of this fact by the national legislature.

The significance of the new legislation to local authorities is, however, the point upon which it is most important to dwell. The responsibilities of these bodies have been considerable in the past, and have been growing more and more rapidly of recent years. They are now given an even greater opportunity that they have ever yet had. The

Housing in Great Britain and Canada—Continued.

health and contentment of the people of this land for many generations to come lies to a large extent in the hands of the bodies which they themselves elect to manage their local concerns. It is a test of capacity; it is also a test of democracy.

Will the local councils rise to their opportunity and justify the trust which has been placed in them? To judge by the numbers of schemes which have been prepared, there is every reason to believe that they will. But it is most necessary that everyone should fully realise that the responsibility does not rest with the local councils alone. Even the best local authorities are the better and the stronger if an active interest in their proceedings is taken by the electors, while, on the other hand, if good houses are not provided wherever needed, if unfit houses are not made fit, if slums are not cleared, every local elector must bear his or her share of the blame.

Equally is it the concern of every local elector not only to think of housing in terms of the present need, but to look to the future, and to see to it that the local authority is doing the same. Although it is not to be expected that every local authority, while engaged in drawing up its housing scheme, will also prepare a town plan, yet any building which they may undertake should be considered in relation to the effect it will have upon the future development of the area. The new Act empowers the Ministry of Health to require any local authority at any time to prepare a town plan. It is to be hoped, however, that, now that the subject is so much in everyone's mind, there will be little need for a central Department to stimulate or coerce, but that each local authority will make every possible use of the new powers with which they are entrusted with the view of playing their part in making the England of the future a country of happy, healthy homes.

Acquisition of Land.

To turn to certain details, it may be pointed out that among the important alterations in the law brought about by the Act, is the simplification and cheapening of the acquisition of land for housing purposes. The Local Authorities had already power, with the sanction of the Local Government Board, to acquire land compulsorily where they could not obtain it by agreement, but further facilities were needed to make this power fully effective.

The provisions as to the assessment of compensation are especially important in connection with slum clearances. The heavy prices which had formerly to be paid by Local Authorities for land coveted by insanitary dwellings was one of the chief obstacles to the improvement of the poor districts in towns. The new Act, in conjunction with the Acquisition of Land Bill, will afford much relief in this respect.

Not only is the price to be paid for such land in future to be the value of the land as a site cleared of buildings, but where the land is to be used for re-housing or as an open space the price will be fixed by official valuers at a lower rate than if it were to be used for factories or other more remunerative purposes. In order that there may be no unfairness as between land owners through this differentiation of price according to the purposes for which the land is to be used, it is provided that, if one portion of the land so acquired is to be used for re-housing and another portion for business premises, while the valuation for the two parts will be at different rates, the price for the whole will be pooled, and all the land owners will be paid at the same rate.

Acquisition of Houses.

The new power given to Local Authorities to purchase houses of any interest therein may increase the provision of working-class dwellings in two ways. There may be cases where a Local Authority can buy and let to working men suitable houses which would otherwise not be available for them. The more frequent use of this power, however, would no doubt be in the direction of buying houses at present too large or otherwise unsuitable for the working classes and no longer useful for other purposes and converting them into flats.

It is also to be noted that a Local Authority may contract for the purchase or lease to them of houses suitable for the working classes, whether built at the date of the contract or intended to be built thereafter.

House Ownership.

For those who prefer to own rather than rent a house, increased facilities are given by the new Act.

By the amendments to the Small Dwellings Acquisition Act, a Local Authority or a County Council, can now lend up to 85 per cent. of the value of any house not exceeding in value £800, to enable any person resident in the district to buy the house in which he lives or intends to live.

Another method, however, of attaining the same object is provided by section 15 (1) (d) of the Act, under which a Local Authority may, with the consent of the Ministry of Health, sell any houses acquired or erected by them on the land under a scheme, and may agree to the payment of part of the price being secured by a mortgage on the premises.

It is an important qualification to the latter power that it must be a condition of such sale that the houses shall not be used by any person for the time being having any interest in them for the purpose of housing persons in his employment.

Improvements and Repairs.

Reference has already been made to the cheaper terms upon which it will now be possible to obtain land for slum clearances. This eases the obligation which rests upon Local Authorities to wipe out of existence the slum areas and the unfit houses which are incapable of improvement, and to take steps for the improvement of those which need it and are capable of it. It is to be remembered that while outside London, Town and Urban District Councils are the authorities concerned under Part I, of the Act of 1890 in the clearing of slum areas, not only they, but the Rural District Council, also, are responsible under Part II of the Act of 1890 for minor clearances and for closing and, where necessary, demolishing unfit houses and for removing buildings which gravely interfere with proper ventilation or are otherwise obstructive.

By means of their powers of closing houses and of preventing nuisances, the Local Authorities could always insist upon the remedying of many evils in working-class dwellings. They can, if such a dwelling is not reasonably fit for human habitation, serve a notice upon the owner requiring him, within a reasonable time, to do such work as may be necessary, but it is, of course, important in the present exceptional circumstances, that discretion be used in the demands which authorities make upon owners.

Moreover, a Local Authority may lend money to a house owner to enable him to carry out such work as may be necessary for the reconstruction, enlargement or improvement of a house or building to make it suitable as a dwelling for the working classes.

Government Publications.

In order to assist everyone concerned in mastering the details of the new Act, the Ministry of Health are bringing out a four-page leaflet, setting out briefly its principal provisions. A copy of this leaflet is being sent to each member of Local Authorities. A booklet has also been prepared by the Ministry, and is being published by them in conjunction with the Ministry of Reconstruction as one of the series of "Reconstruction Problems," entitled "Housing: The Powers and Duties of Local Authorities."

8,000 MILES OF RURAL TELEPHONE CONSTRUCTION IN SASKATCHEWAN.

Rural telephone construction this year in the province of Saskatchewan is stated by Mr. D. C. McNab to be slightly above normal, with condition healthy and prospects bright. "While there have been years," said Mr. McNab, "in which more rapid development has been made, it is estimated that from 7,500 to 8,000 new telephone mileage will be completed this year."

"The statement has frequently been heard that it is impossible to forecast the development in a city or town, and therefore not practical to plan comprehensively for its future growth. Unfortunately, places in this country have been unplanned from the beginning, and by treating additions and developments in piecemeal fashion, a chaotic growth has occurred, resulting in the above erroneous deduction. The leading cities in the United States have recognized the dangers and harmful consequences of unregulated expansion, and have been adopting regulations as to use, districts and building restrictions."—Saskatchewan Municipal Department.

The Board of Commerce

According to a statement published on September 4 by the new Board of Commerce in answer to certain criticisms that it has not sufficient power to be effective in putting down profiteering wherever it may be found, two members (Judge Robson and Mr. F. T. O'Connor, K. C.) are evidently satisfied that it have all the power necessary. Be that as it may the proof of their statement will be in results. In the United States the authorities seem determined to punish the profiteer. In Great Britain, too, the profiteer is having a hard time, for he is treated summarily by the local magistrates who show him no mercy, and it remains for the Commerce Board to show just cause for its existence by doing something to satisfy the citizens that the day of the profiteer in Canada is over.

Part of the Statement sent out by Commerce Board reads as follows:

"The Board possesses wide and ample powers and these it proposes to fearlessly exercise. Its efforts not all of

which it can now or ever publicly disclose, are already bearing fruit, as reference to the market reports appearing daily in the public press will make apparent. The Board would add that in its judgment prices are bound to quickly and substantially fall and it cannot too seriously impress upon the business community this fact. The citizens of Canada have had to compete in a world market for products, food especially, which have been produced practically at their doors. The prices realizable for export trade have dominated the home market. Within the last 24 hours, Mr. Hoover, in a statement at Paris, has drawn attention to the fact that wharves and warehouses in northern European ports are overflowing with foodstuffs, principally meats and dairy products, and that for these there is no immediate market. The end of the export period in these commodities, is, therefore, in sight, and since this is so, the excuse that food products are held for export will no longer be accepted. Such stocks will have to be placed upon the Canadian market. If those who hold them hold them too long, the stocks are likely to be put upon the market in such a manner as to produce a glut, with the inevitable consequences. The Board would prefer that it should not become necessary for it to exercise its compulsory functions, so that it takes this opportunity of calling upon all whom these remarks may concern to forthwith reduce their storage stocks of food."

Police Strikes

In the old country the police have not been as successful in their strikes as was anticipated by the leaders. As a matter of fact in each case the local strike was a fiasco and largely because the men, in spite of agitators, realized that the very conditions under which they were engaged "for the protection of life and property," not only barred them from taking part in general strikes as strikers, but that at such a time their oath called for more vigilance on their part. Even in those cities where strikes did take place the proportion of strikers was small. According to the Home Secretary the numbers were:—

1,056 in the Metropolitan area out of 19,000.

57 in the City of London out of 1,170.

952 in Liverpool out of 2,100.

118 in Birmingham out of 1,256.

106 in Birkenhead.

63 in Bootle, and

1 in Wallasey.

This same official in referring to a police strike stated that such was "a definite act of mutiny on the part of the police, who had broken their oaths, and failed in their duty to their fellowman."

In Canada the police strikes were no more successful than in Great Britain, though hardly for the same reason. Outside the North-West Mounted Police, whose splendid efficiency is the result of the high standard of duty and keen sense of public duty impregnated into every man as soon as he dons the well known uniform, and one or two urban forces whose chiefs by precept and example daily visualize the police "Text" books, there is a tendency on the part of the average policeman in this country to place himself on a par with the layman worker. That he is just as much a factor in the good government of the city or town in which he may be located as is any member of the council, and even more so than most of the officials, does not seem to enter his mind as it should do, with the consequence that he becomes dissatisfied with his lot, and soon he is ready to join the striking fraternity. He seems to forget that his case is different from that of the

average worker whose lot is one long keen struggle against the nightmare of poverty. If every working man could have the same assurance as has the policeman of a decent living for himself and family all the year round and the same assurance from want in the time of sickness and old age there would be more contentment in the land. It is the grey nightmare of want and poverty that is ever before the mind's eye of the working-man father that makes him old before his time; a state of mind that the policeman is free from because of his sick benefits and old age pensions. It is true that in becoming a policeman a man loses much of his self-determination," but such is the trend of democracy towards collectivism and paternalism that individualism will soon lose its potency, meaning that the police system of today is to a large extent anticipating the general industrial system of tomorrow.

A UNION OF MUNICIPALITIES FOR THE PROVINCE OF QUEBEC.

At a representative meeting of municipal executives of the Province of Quebec, called by the Editor of this Journal and held in Montreal under the chairmanship of Ald. Dixon, pro-Mayor of Montreal, it was decided to form a union of municipalities for the Province, those present forming themselves into a general committee to draft a constitution and present same to a convention to be held in October. The resolution which launched the new union was proposed by Mayor Leclair and seconded and supported by Mayor Prieur of Pointe-aux-Trembles and Mayor Thurber of Longueuil, and read as follows:

"That this meeting of municipal executives of the Province of Quebec, being desirous that a municipal union be formed for the Province without delay, resolve that the delegates present form themselves into a committee for the purpose of drafting a constitution to be laid before a convention of municipal executives to be called during the week previous to the opening of the Provincial Legislature;

"That the said convention be held in the city of Montreal, and that a program be prepared and proper arrangements be made to make the convention a success;

"That Mr. Omer Chaput be asked to act as secretary of the committee."

A full report of the meeting will be given in the October issue.

WHY I BELIEVE IN GOOD ROADS.

"I live in a rural community. All the interests are purely agricultural. I have always been an enthusiast for good roads. I am a banker and have frequently fallen out with my orthodox brothers in that I am always willing to loan money to a customer to buy an automobile, if his credit is good, as it is sure to make a road booster out of him.

I am an enthusiast for two reasons. First, I enjoy good roads. Second, getting a man interested in the good roads movement makes a better citizen of him. When our town was living in the mud and grimy conditions before being paved, a man was careless of his appearance. As the improvements reached the residence districts, the lawns were brightened, flowers came into bloom, fences were fixed up, houses were painted and the good man was a little more careful about his clothes and his personal cleanliness and appearance. His mind was on the appearance of things and when you once centre the mind of an individual on the appearance of things, you make a better man of him, because if he is clean on the outside, he will also be a little cleaner on the inside.

When a farming community gets good roads, as you go from the pavement of your city onto the broad winding boulevard to the country, you will note the improvement in the houses on the farms that are adjacent to the improved highway. Barns are painted the fences are good the machinery shining, the stock looks more contented. They are better stock. Some thought has been given to their selection and if you turn in the roadway to the man's door, he comes to meet you with a smile on his face and with a real welcome, because he has become more broad minded and he is really glad to see you. After he got an auto and had good roads to travel over, his community was enlarged. He met people in different walks of life and his associates were not limited to his farmer friends. He found, as men who travel about will, that all men are brothers, that the spirit of good will exists in all walks of life, that the rich and poor, the great and the small should have one idea of living and that is to make life more pleasant for the other fellow and thereby for himself. He becomes a better man to do business with. His ability to go to church is widened. His children attend school. His wife is able to appear more daintily gowned. She is able to take her place with her sisters who live in the city, as far as appearance is concerned, and her husband is more proud of her. So it makes the city and the country more homogeneous, a united country, one people and the love of mankind over all."—C. L. MacKenzie, President, Washington State Good Roads Association.

HAS CIVILIZATION FAILED?

Social conditions as observed in the Old Country moved the heart and pen of a recent writer to say:

"The living in their houses, and in their graves the dead, are challenged by every babe that dies of innutrition, by every girl that flies the sweater's den to the nightly promenade of Piccadilly, by every worked-out toiler that plunges into the canal. The food this managing class eats, the wine it drinks, the shows it makes, and the fine clothes it wears, are challenged by 8,000,000 mouths which have never had enough to fill them, and by twice 8,000,000 bodies which have been sufficiently clothed and housed. There can be no mistake. Civilization has increased man's producing power an hundred fold; yet through mismanagement the men of civilization live worse than the beasts, and have less to eat and wear and protect them from the elements than the savage in a frigid climate who lives today as he lived in the stone age, 10,000 years ago."

Isn't civilization a failure when such things can be truly written? But it is not an English, it is a Canadian poet—Bliss Carman—who has written:

There is no man alive, however he may strive,
Allowed to own the work of his own hands;
Landlords and waterlords at all the roads and fords
Taking their tolls, imposing their commands.

Not until he is made the lord of his own trade
Can any man be glad or strong or free;
There looms the coming war: "Which captain are you for,
The Chartered Wrong, or Christ and Liberty?"
—The Square Deal.

ROADS AS WAR MEMORIALS.

In 1917 this Journal advocated the building of a National Road across Canada as a war memorial, and though the scheme was not accepted in its entirety yet the publicity given to it by the press did create a larger interest in the Good Road movement and was a factor in inducing the Dominion Government in donating the sum of \$20,000,000 for the purpose of building main roads. In the Old Country the idea of building roads as war memorials is now being taken up, as the following taken from the Surveyor (London) indicates:—

"At an opportune moment, when everybody is wondering how best to commemorate the Great Victory and Peace, there is issued from the office of "The King's Highway" a suggestive pamphlet entitled "Roads of Remembrance as War Memorials." It is pointed out that the first principle of such a memorial should be that all can participate in any benefits which it confers, and, secondly, that it should be of a permanent character. Roads and bridges comply with both conditions. The present is a unique opportunity to remove the reproach that British highways lack dignity and adornment in comparison with the roads of many Continental towns and districts.

Briefly, the objects which it is hoped to obtain are:—

(1) The transformation of suitable existing highways to the dignity of Roads of Remembrance, adorned with trees; and

(2) The organization of the building of highways of exceptional dignity and beauty, with open spaces at intervals, as special memorials of the Great War.

How are these things to be accomplished: There are two obvious methods—the one collective and the other individual. By the former a confraternity of service must be brought together—the Government to sanction and subsidize, the Road Board to advise, councils working shoulder to shoulder to construct and maintain, landowners generously meeting the authorities half-way by selling what is required, or, it may be, generously giving wayside land or offering to give memorial parks.

Individual road users may also lend a hand, as is well pointed out by Mr. Rees Jeffreys. They can make suggestions to the Government authorities and the local bodies, and can start local movements with the object of carrying out local schemes. For example, a road requires to be widened. The widening might be rendered possible, by public subscription and with the co-operation of the landowners, as a war memorial. The site of the improvement could be indicated by a memorial stone, which would record that

"This road, for a distance of 200 yards, was widened by public subscription as a memorial of the War of 1914-1919."

There is a memorial that would last for all time, and would keep ever fresh among succeeding generations who used the road the great efforts of the past four years. Decorative treatment of the widened portions would also enable individual heroes to be commemorated by direction signs, trees, fountains, lamps and other adornments.

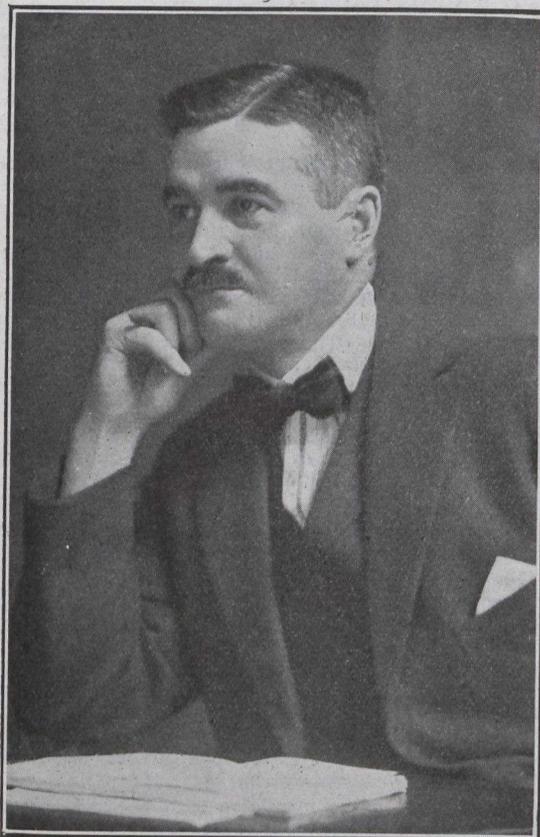
In a useful appendix definite schemes are suggested for various parts of the country.

ROAD AND RAIL ECONOMICS.

"There is one point in regard to building roads that are to be primarily a part of a general transportation system, which is perhaps worthy of note. A railroad is a private corporation, built to make money and pay dividends on the investment. The actual acres of land forming the right of way as well as the track, rolling stock and other material are all private property. On the other hand, highways are, with very few exceptions, public property, built with public funds and maintained at public expense by means of some form of direct or indirect taxation. The individual user of a road does not pay any direct fee, other than general taxes, for that use. What he does pay is not in the nature of a tariff on the amount and frequency of his shipments, as is the case with his payments to the railway companies, but may bear no relation whatever to his use, as a shipper, of the highway facilities. There is thus a fundamental difference between the economic foundation of a railway line and the economic foundation of the road or system of roads which needed to serve that railway.—Prof. C. J. Tilden.

Municipal Statistics in the Province of Quebec

G. E. MARQUIS (Director of Statistics).



In a very able paper given before the Nova Scotia Municipal Convention under the title of "Municipal Organization and Statistics in the Province of Quebec," Mr. G. E. Marquis, the Provincial Statistician after outlining the municipal administration took up the municipal statistics of his province. On this subject Mr. Marquis spoke with authority, for since the creation of the department under his charge Quebec has the most up-to-date Provincial Bureau of Statistics in Canada, so that the following excerpt taken from his paper will serve to show not only the value of statistics in their general application, but in particular to municipal affairs:—

"The Province of Quebec has been gathering municipal statistics for over fifty years, but until 1915 their compass was rather limited; at the most they contained only the elements now to be found in the new form of report.

This enlargement of municipal statistics became possible with the organization of the **Bureau of Statistics of the Province of Quebec**, and the gathering and co-ordinating of several other kinds of information expressed in figures as well as agricultural and dairy statistics; the classification and publication of educational statistics, those relating to the financial position of school corporations; the judicial statistics relating to all courts of justice, to registrars, sheriffs and coroners; those of co-operative people's banks for farmers and for workmen in cities and towns; of insane asylums, prisons, reformatory and industrial schools, hospitals, homes, orphanages and other charitable institutions.

But to return to Municipal Statistics, I think it my duty to observe that our questionnaire rather closely resembles the classification suggested by the **Union of the Canadian Municipalities** which have devoted in the past much attention to a Federal system of municipal statistics. I fully understand that the same form cannot always be suitable for both rural and urban municipalities and seems too elaborate for the former and incomplete for the latter, owing to the many services in cities and towns not to be found in the country parts. But there is a beginning

everywhere, and to seek for perfection at once would be unreasonable and entail the risk of never getting anything at all. On the other hand, we have to reckon with the secretary-treasurers who do not always keep books according to a well detailed and particular system for each service. Therefore, our form is but an outline which can be extended at will, without losing its initial shape and without lack of consecutiveness in gathering information already compiled. It is well known that the value of statistics depends upon their truthfulness and accumulation. In order to ascertain whether progress is being made and to measure stages of development, thoroughly identical landmarks are needed, for, otherwise, no reasonable comparison could be made.

It is, moreover, possible in conjunction with our Department of Municipal Affairs, to draw up, for cities and towns, more extended forms giving detailed information regarding the various urban services, such as waterworks and sewers, firemen, policemen, delinquents, schools, public sanitation, street-cars, light, as well as a more complete statement of the finances of the same municipalities. These changes will not, however, in any way, affect the forms now used by us, they will merely extend them and give them a development which will be the consequence of a municipal condition peculiar to cities and towns.

I shall now pass on to the manner in which the **Bureau of Statistics** proceeds to obtain this information from the 1,242 municipalities of the province and the steps to be taken for assuring the success of this work.

It has often been rightly said that the secretary-treasurer of a municipality is the soul of the corporation, because the permanence of his position gives him an opportunity for acquiring great experience which he can place at the disposal of the local administrators, enabling the latter to better follow the precepts of the law, to prevent certain irregularities from assuming a concrete form and to correct such as might have crept in through inadvertence.

From the standpoint of municipal statistics these officers are the pivot-bolt of the municipal machine. But, with all his good will and zeal, a secretary cannot supply information he does not possess. It is therefore necessary that provision be made, in the municipal laws, for the gathering of statistics. The assessors should be the first to supply accurate and varied information about everything connected with municipal organization, such as: Classification of land, roads, population, separate valuation of lands and improvements. To that end a model of a valuation roll, before being sent out, should be approved by the Lieutenant-Governor in Council; this is the only way to insure uniformity for a same class of municipalities.

The same applies to the yearly statistical report which the secretary has to send to the Provincial Government. It should be compulsory, but rather easy to make out in order that the municipalities may perform this duty. Owing to variety in book-keeping, it is not always possible to answer questions and it is, no doubt, difficult, in some cases, to meet the government's requirements; but, with a little willingness, the secretaries nearly always manage to give the figures asked for, by grouping them in certain ways. In the United States, field agents are employed to help secretaries who find it difficult to make out these statistics. A single lesson from these officers may suffice to enlighten certain secretaries who lack experience and skill rather than willingness.

In Quebec, we send out duplicate report forms to all the municipalities, either in French or in English, according to the language spoken by the secretary, about the 15th December of each year. These forms must be filled out and sent back before the following 1st February, except in the case of some cities and towns whose fiscal year does not correspond to the calendar year.

When received, these reports are checked by a special officer and, if there are flagrant contradictions with previous reports, or if the report is incomplete or erroneous on its very face, it is returned with a request for explanation.

The Making of Citizens

Citizen Opinion as to How Training In Citizenship Might
Be Made More Effective:
Through the Home.

"Teach children that 'civility' does not mean 'servility.' Strict obedience should also be taught. Outside of the teaching of honesty and truthfulness, there are, to my mind, no things better that can be taught the youth to help him in making a good and desirable citizen than obedience and civility."

"Education of any kind naturally starts at home, and it is to the home and its surroundings that we must look if decent citizens are to be obtained. The growing boy and girl in our city is, in the majority of cases, brought up to look upon the Mayor and Council as a collection of incompetents and possible grafters. . . . Fathers and mothers must be forced to take a greater interest in municipal affairs and obtain a true viewpoint of the personal worth of their representatives, if this condition is to be remedied."

"Informed citizenship, by educating one's self as to municipal and national life and government, should make public life clean, free from graft and corruption."

"Cultivate at home and at school, by teaching, by example,—a feeling of local pride and patriotism not sectional or sectarian, but general—so that every child will know that he and she can do much to improve and assist the community."

Through the School.

"Are not the children being put through school in the same way as a flock of sheep would be washed? Can a system be introduced by which the character of a child, its disposition, peculiarities and ability will be noted as it passes up from one grade to another? Would this give a child some self-consciousness and produce better results?"

"A sound, well nourished, erect body is fundamental, else much effort may be wasted. . . . Would urge more attention to health of child."

"Put male teachers of high ideals in our schools who can set an example of manliness to boys."

"To improve education in citizenship, co-operate with the teachers of History in the Toronto High Schools and Collegiate Institutes. The subject of Civics and Elementary Economics should receive more attention than it does."

"The average child leaves school with almost no knowledge of how his home city is governed, and by whom. . . . Would it not be possible to arrange for the alder-

Municipal Statistics in Quebec—Continued.

When all the reports have come in, they are compiled in a definite order. The county municipalities are arranged alphabetically and the local municipalities forming part of a county municipality are also in alphabetical order, one after the other. At the end of each chapter or table, the totals per counties are grouped together and the statistics of cities and towns, independent of county municipalities, are also summed up alphabetically in order to recapitulate the previous pages. All these additions are proved with the Burrough's Adding Machine.

If a report happens to be missing at the last moment, we then reproduce the one of the last year for which it was given.

According to the Quebec Municipal Law, the "Municipal Statistics Report must be presented to the Legislature within fifteen days from the opening of the annual session. I should prefer their being published at an earlier date, July for instance, in the "Official Gazette," so as to give as promptly as possible the information asked for by many people, especially regarding the financial position of municipalities.

These statistics are afterwards distributed to all municipalities so that they may better see, every year, how they stand and be compelled to reflect upon their position. They may also realize that by paying more attention to their bookkeeping and statistics; by publishing accurate reports on the state of their finances and on their development, not only do they clearly show the cost of the various municipal services, but they also interest the enlightened public in their affairs, and, by having better credit, they will develop more easily and also victoriously and peacefully fulfill their destiny.

men of the various wards to visit the schools at certain times during their tenure of office and thus become known to the rising generation of voters?"

"Short talks on 'How Our City is Governed' should be given the senior scholars, by men and women who are not teachers, but who are actively engaged in some phase of municipal work."

"The great value of the Technical Schools should be emphasized and they should be made even more attractive."

"There can be no true, loyal citizenship apart from Bible teaching. Bible teaching should have a definite place in the school, also in teachers' examinations."

"All children born under the protection of the British flag should be classed as British subjects and taught in national schools, under the management of a Commission, the duties of citizenship, and the system of municipal and state government, independent of any sect or creed."

"Insist on obedience to constituted authority. As there is such a lamentable lack of discipline in home training, it should be given in the schools—military training for all boys of between 16 and 20 years of age, also a modified form of military training for girls."

"Would teach children in school to co-operate with householders in making this a 'city beautiful.' Destruction of flowers, lawns, fences, etc., should be considered a serious offence."

"A school farm where pupils might be taken as students, not sent as prisoners, would mean the salvation of many misguided lads who finish their careers in bank-robbery."

Through the Community at Large.

"Every facility and encouragement should be given to public discussion through the establishment of community centres or otherwise. Addresses on Citizenship should be delivered and instruction classes for those applying for citizenship papers should be organized."

"Proper and adequate areas must be supplied for outdoor sports, where citizens may mix. For instance, North Toronto in many square miles has no ball grounds. Buildings for clubs to keep boys off the streets ought to be built and properly supervised."

"If the alien (enemy or otherwise) is to continue in our midst, as he likely will, I would suggest the adoption of a very definite plan of compulsory education for him, whether he is young or old, in English and in the manners, customs and institutions of our country."

Would closer co-operation between the home and school make for the advancement of both agencies?

Could this be accomplished by greater use of our schools as community centres and an extension of the work being done at present by the Home and School Leagues?—Bureau of Municipal Research, Toronto.

THE BONUS EVIL AND ITS EFFECTS.

Of the resolutions adopted by the Union of Canadian Municipalities at its annual meeting in Kingston none is worthy of more attention than the resolution against the subsidizing of local industries by means of bonuses, grants of free sites, or exemption from taxation. The Provincial Governments are to be asked to enact legislation preventing this wasteful competition among municipalities. Few ambitious urban municipalities can plead innocence in this matter. Hamilton is one of many which have sacrificed too much for the sake of industrial expansion. High tax rates form one unpleasant effect of the bonusing abuse.

There is a law on the Ontario statute book designed to check the industrial bonus evil, but it is commonly evaded, and when municipalities violate it they do not find it hard to get the Legislature to legalize their violations of it. A stop should be put to this practice. If the law were impartially enforced and no exceptions made, there would be less temptation on the part of municipal councils to offer bribes to industrial promoters to open plants in towns willing to pay for them.

Unhappily, it too often happens that the manufacturers who have to be subsidized to locate in a place must eventually be further subsidized to prevent them removing later to some town which holds out better inducements.—The Hamilton Herald.

Citizens' Research Institute of Canada

Under the title of the "Citizens' Research Institute of Canada," a national organization has been formed based on the principles underlying the Toronto Bureau of Municipal Research. One would say from its first bulletin, that the new organization is in fact a branching out of the Toronto organization. The provisional trustees are the officers of the local Bureau and the Director (Dr. Horace L. Brittain) is the same in both organizations. The Toronto Bureau has been in existence eight years during which time it has done excellent constructive work in bringing before the citizens of the Queen City expert evidence of the workings of the local administration, not only in municipal government but in school government in such a way that the lay men could easily understand. The fact that the gentlemen who control this successful bureau are behind the larger scheme is sufficient evidence that it will be a success, particularly when the Director is Dr. Brittain, who is no theorist but a man who in addition to common sense (a virtue not too common in the public life of Canada) has a profound knowledge of the fundamentals of municipal government as applied to this Dominion. At present the headquarters of the new organization are at Bank of Hamilton Building but these will be moved shortly to Ottawa.

The idea of the new institute as given in its first bulletin is as follows:—

"The institute is a Dominion-wide organization of citizens established (1) to obtain, in an unbiased and non-partisan manner, the fact basis underlying the administration of the people's affairs in the Dominion, the provinces and the municipalities, and of community interests in general, and (2) through the publication and discussion of such facts to create a well-informed citizenship.

"The complexity and many-sided interests of modern life make it impossible for the average citizen to devote the time and money necessary for securing for himself the fact basis above mentioned. A group of citizens, however, by joining forces, can get this work done not only for themselves, but for the citizens as a whole. That this is necessary may be illustrated by the fact that even in the larger municipal fields, where citizens are right on the ground, it has been found impossible to keep in touch with the civic government, and in many places Bureaus of Municipal Research and similar organizations have been established to keep the citizens informed about their city's business. If such research organizations are necessary in the municipal field, how much greater must be the provincial and national fields?

"At present a very real unrest exists in the industrial, social and political phases of our national life. The only way to remove is to discover and remedy the causes. The institute, by obtaining, in the unbiased spirit of research the pertinent facts in relation to the various phases of community life and presenting them in a form easily assimilated by the people, should assist in promoting clear thinking and effective action in this connection.

"Some of the objects are:—

"(a) To ascertain, collect, classify, analyze, correlate, interpret and publish facts in connection with or relating to public administration and community affairs, in order that the people may have accurate information from an unprejudiced source, independent of any government (Dominion, provincial and municipal), all publicity being given in the spirit of research;

"(b) To assist in the establishment of local Bureaus of Municipal Research, Citizens' Research Institutes, or similar associations, when requested to do so by citizens of any municipality;

"(c) To act as a central organization and clearing house for local bureaus, institutes or similar associations, thus ensuring mutual assistance and co-operation amongst them. For instance, all material gathered by local institutes would be supplied to the Canadian institute. Any such material considered of general interest and importance could be given Dominion-wide circulation by the institute.

"The fundamental work of the institute will be to give the widest publicity to the results of research on all great public questions of general interest. Some of the work the institute might undertake would be:—

"(a) To conduct national, provincial and local surveys of government departments, and assist public officials in the re-organization of their departments where necessary;

"(b) To conduct studies of public and semi-public institutions, and assist boards of directors in the organization or reorganization rendering community service;

"(c) To make available to small communities thorough-going studies of their needs.

(Note.—All such work would be done at cost.)

"(d) To gather and analyze facts regarding our national experiences and those of other countries in order to make possible the formulation of a far-reaching and intelligent policy on such questions as: Education, immigration, civil service reform, organization of industry, taxation and assessment, the relation of government to the people, and vice versa.

"(e) To promote the movement toward the standardization of municipal, provincial and national accounting, which would, among other things, make possible the trustworthy comparison of statistics;

"(f) To act as a clearing house of information so that the experience gained in a new departure in any part of the Dominion, or in other countries, could be made available to governments, organizations of citizens and private citizens throughout Canada.

Methods of Conducting Work.

"(a) The institute will be governed by a board of trustees elected by and from the members at the annual meeting. The trustees will have the general control of the activities of the institute. No trustee shall receive any remuneration for his services. No paid official of a Dominion, provincial or municipal government can hold the position of trustee. The institute will be supported entirely by voluntary contributions.

"(b) The director, or chief executive officer, is appointed by the trustees to act at their pleasure. He will be charged with the actual carrying on of the researches and the publicity based thereon.

"(c) The director will have at the beginning a small permanent staff. Then, as occasion demands, specialists in engineering, accounting and finance, education, health, sociology, etc., will be gathered together, either by borrowing them from local institutes or engaging, temporarily, men outside of the research field. When the work of the institute develops sufficiently it will carry its own specialists in each of these fields.

"The institute's reports and other publications will be sent to an extensive mailing list of citizens, citizen organizations, public libraries and similar bodies throughout the Dominion. The published results of the institute's work will be sent to all the Canadian newspapers and publications of importance. Since the reports will be of national interest and will contain material with 'news value,' their republication may be counted upon. The institute's reports and other publications will be supplied to any citizen upon request."

INFANT MORTALITY AT LETCHWORTH.

"It is an interesting fact to record that during the eventful and difficult year of 1918 the infant mortality rate in Letchworth was 30 per 1,000 births. This is the lowest figure it has ever reached (in 1917 it was 36), and is not by any means due to a low birth-rate. In fact the birth-rate has not fallen so much as in the rest of the country. The experts in these matters distinguish between preventable and non-preventable deaths, and say that, so far as our present knowledge goes, when all the preventable deaths are eliminated, the death rate will be at about 30. The Letchworth figures tend to confirm this, for there was only one death from a preventable cause, i.e., pneumonia, the other deaths being due to causes over which we seem to have no control.

This highly satisfactory figure for the industrial population of Letchworth provides further evidence of the enormous social value of the garden city principle of town development."

The above taken from "Garden Cities and Town Planning," must be gratifying to Mr. Thomas Adams, the Housing adviser to the Government, for the particular reason that it was as manager of this community Mr. Adams made his reputation.

Why Have We a Housing Problem in Great Britain?*

By W. A. Appleton

Secretary of The General Federation of (British) Trade Unions.

The fact of the Housing Problem is apparent to all. The reasons for it are not so apparent. The fact is glaringly and patently obvious. The reasons remain obscured, partly because of the British tendency to evade, rather than to investigate, unpleasant facts, and partly because politicians, having made mistakes, are unable or afraid to attempt rectification.

The situation is so intolerable, however, that neither national tendencies nor political susceptibilities can be any longer considered. Platitudes and promises and confiscatory theories fail to satisfy the returned soldier seeking shelter or the woman whose maternal instincts demand a home for herself and the child she expects. Something has to be done, and done quickly. Revolution is not a nice word, but there has got to be a revolutionary change in the attitude towards housing.

Why is there a shortage of houses? The more frequently we ask ourselves this question, and the more rearlessly we face and investigate the answer, the sooner we shall escape from our deplorable position.

Twenty years ago, there was no serious shortage. Supply kept pace, at least approximately, with demand. There were, indeed, thousands of houses to let in different parts of the country, at rents ranging between three and six shillings per week. What has happened? Why are tenants offering premiums to landlords instead of landlords offering inducements to tenants? Has there been any wholesale destruction of houses, or an abnormal increase in population, or have social or economic or political factors, separately or together, conspired to place a considerable portion of the community in the position of the Son of Man who "had no where to lay His Head?"

There has been no such wholesale destruction of houses, and there has been no abnormal increase in the size of the population. On the contrary, great uneasiness has been felt by those who regarded a falling birth rate as a national danger.

There remain, then, the social, economic, and political causes of the shortage.

The desire for better houses is commendable from every point of view. It is, indeed, necessary to possess better houses if the physical efficiency of the race is to be maintained, and under the conditions which obtained fifteen or twenty years ago it would have been possible to meet the desire for improvement with a very small addition to the rent. One shilling per week would have admitted of a first-class bathroom; another shilling would have provided a much better fitted kitchen and an extra bedroom. To-day, from ten shillings to one pound or more would be required if such additional accommodation were to be supplied.

It has been said that private enterprise has failed. Would it not be more accurate to say that private enterprise has been choked by the theorists who realize that an intolerable situation must be created before they would have any chance of putting their own views into practice?

At one time it was suggested that the land question was at the bottom of the housing difficulties. In some cities this was mainly proved, and it was because of this element of truth that the country generally accepted proposals to tax land values.

Politicians, alleged, and amongst working folks generally there was an expectation, that the passing of the 1919 Finance Act would immediately relieve the situation. Experts were not surprised when failure resulted, and immediately began to press for inquiries. Only recently have they succeeded in obtaining inquiry into the administration and returns of this Act, and they find that its effects have been similar to the effects of many other Acts of Parliament—quite opposite to the desires and intentions of those who framed it.

This Act of 1909 was declared to be one of the things that would free land and increase the possibilities of building. It has done nothing of the kind, and the sooner it is amended or removed from the Statute Book the better. Up to the

present it has produced £4,100,000 at an administrative cost of £4,600,000, and it has been a potent factor in destroying that confidence without which houses cannot be built.

Similar legislation has led to much increase in the rates. Sometimes these are doubled, and instead of investors being anxious to build smaller houses they are now lending their money to the Government, which in turn is wasting many thousands of pounds that might have gone far to relieve the congestion that exists to-day.

It seems to the student who is not handicapped by political prejudices that the cheapest and simplest way out of the difficulty would be to let the investor feel that there was a reasonably safe 3½ per cent on his money if he chose to put it into small houses. It would be cheaper and more expeditious than the creation of enormous Government Departments. Already Commissions and Committees of Inquiry and the Departments created must have cost the country millions of pounds, and so far they cannot show a single cottage for all the expenditure.

It is necessary also to face the problems arising out of increased wages and decreased production. The labor chairman of an Urban council charged with the carrying out of schemes of housing is faced with the fact that a yard of brick work, which formerly cost 3s. 6d., now costs 14s. A small Urban council recently advertised for tenders for the erection of twenty-four cottages, which are to be built within a quarter of a mile of a railway station, which, in its turn, is not more than twelve miles from where bricks and cement are made. In such circumstances, it was expected that the advertisement would elicit a number of replies, and that the price demanded would be within the paying capacity of the council. One tender has been received for eight cottages only, the builder refusing to assume responsibility for more. The price is £750 per cottage, with the proviso that in the event of labor troubles, higher wages, or higher prices of materials, the local authority shall pay the additional charges.

The economic rent of houses built at this price cannot be less than £35 per year, plus rates and taxes. Workmen whose wages permit manufacture for export cannot pay a rent of this description. The theorist lightly sets aside the difficulty by demanding that the State shall find the balance. This in effect means that the existing houses shall bear the difference between the actual rent and the rent that ought to be charged on the new houses.

Already small houses are liabilities rather than assets. There are thousands of women and elderly men, who, by their own thrift or the thrift of those who loved them, have become owners of small property, but who to-day would gladly get rid of those properties if it were possible to sell them at a price which would be equivalent to half the income derived from them for the last twenty years.

The very fact that these poor folk are unable to sell and to relieve themselves of these undesirable liabilities demonstrates the need for thorough investigation and for decisions that are taken in the interests of the State, irrespective of the demands of political theorists.

FIRE PREVENTION.

"Whatever the national significance of fire waste, it is obvious that every fire is local in origin, and therefore amenable to local treatment. Nearest to the local problem is the municipal fire department. We tax ourselves to the limit to maintain fire brigades as effective weapons against fire waste, and then, instead of taking the offensive, we wait to be attacked, and, in Canada, waste the energies of over 4,000 men in a purely defensive campaign. Efficiently organized, unhampered by politics and given adequate authority, our fire departments would prevent fires as well as extinguish them. Every paid fireman in Canada should be a fire prevention inspector, clothed with power to enforce reasonable laws with respect to the safe occupancy of buildings."—Dominion Fire Commissioner J. Grace Smith.

War Memorials

The recent unveiling of a municipal war memorial in the form of a stone monument in one of the townships, near Quelfh, Ont., brings home to every municipal council in Canada their responsibility in the matter of commemorating the part taken in the great war by the sons and daughters of their respective communities. In the case of Quelfh memorial the money was not raised by public subscription but by a direct tax on the citizens so that in every sense it was a municipal recognition of splendid war service. For the information of the communities considering the erection of war memorials we publish the following article prepared by Messrs. A. W. Crawford and J. H. McFarland of the American Civic Association, and in particular would draw attention to the following suggestive question:

"If your community cannot afford to erect a high-grade architectural or sculptural memorial, would you not approve of having something more simple yet excellent of its kind, such as an avenue of trees, or an open plot of ground properly planted and well kept, both suitably indicated by a permanent, dignified marker?"

"The location of a memorial is of equal concern with the merit of the design itself. If a memorial is to take the form of a memorial building, it will doubtless be proposed, in some cases, to place it in a public park, under the usual misconception of the true purposes of a park. This must be fought off at all costs, and every effort made to get such memorials located so as to front toward public parks instead, thus securing permanent advantages for both.

The preciousness of open spaces must be conserved. While small, well-designed monuments, if well placed in parks, are not objectionable, yet many of them have been put in the middle of open lawns, where they are quite out of place, and have tended to turn a useful park into a decorative cemetery.

It has been said that:

"The approaches to any memorial and the points of view from which it is seen are quite as important as its immediate surroundings. The cost of laying out the site, when necessary, should be included in the scheme. The effect of a memorial is often entirely lost by want of a careful laying out of the site."

Because Paris has kept in mind approaches to memorials and other great public structures, that city has secured vast collateral advantages in beauty, dignity, and the attractiveness that has drawn to her travel-money from all the world. Consider the Place de la Concorde, for example.

It is impossible to dogmatize as to whether a memorial should be symbolic, like a monument, or utilitarian, like a bridge or a park, or a building, or a section of a road. It depends upon the need and resources, as well as the good sense, of the individual town or of the particular location in a section of a larger town or city. A few practicable suggestions are here discussed.

1. Memorial Steps have recently been constructed from a point on the Boston Commons to Beacon Street. This is in line with the thought of making the useful beautiful. Victor Hugo phrased it forever in his saying, "The beautiful is as useful as the useful," and the usefully beautiful thing is doubly valuable.

2. Memorial Bridges are especially happy examples of this, particularly bridges over water. Moreover, the building of bridges can probably be made to give employment to such returning soldiers, sailors, and marines as happen to be either laborers or workers in stone, concrete, or structural material. Opportunities for monuments on bridges are excellent; for instance, the pylons or enlarged posts at either side of the entrance to the bridge. As one enters a bridge he may find the main pylon on the right carried up into a monument to soldiers, and the one on the left to sailors, and so on. If the bridge has piers in the stream, monuments to individual leaders, made smaller to carry a correct scale, can be erected as finials to the piers or located in semi-circular bays, and the like. Arnold W. Brunner has designed for Pennsylvania, as a part of its proceeding and much-needed capitol park extension at Harrisburg, a great memorial viaduct in which two monumental pylons will stand for the army and the navy.

3. Water-Front Memorials. In some of the larger cities a plan for water-front treatment could readily be made a memorial. The embankments of the Seine are in reality a vast work in sculpture. Why should not memorial water-

front embankments of considerable length be erected in some of our cities? They would usually displace other memorials—those of civic abominations.

The Thames embankment in London, for example, is a striking contrast to Chicago's treatment of the Chicago River, or to the way in which Milwaukee and Pittsburgh have disregarded value and patriotism in their messy and ugly stream-bank defacements.

4. A Memorial Park, a Memorial Playground, or a Memorial Plaza would be appropriate; the last especially appropriate, because, like the Place de la Concorde, peculiarly available for additional monumental decoration, from time to time, upon a broad and consistent plan.

5. A Memorial Hall. If a city really needs a public meeting-place, a memorial hall will be a splendid structure to erect. Most cities do not now make anything like adequate use of the buildings into which the city or the citizens have already put very large sums of money—the schools, the public libraries, and the churches. Yet a community-centre building that would serve as admirably as do the recreation centers on the South Side of Chicago would be admirable. A properly placed convention hall might well serve as a memorial, if it were architecturally adequate.

6. College Buildings, as memorials to the tens of thousands of students and alumni who went into the war, are very appropriate; a considerable number of these are already projected.

7. Mural Decorations would be an admirable and comparatively inexpensive form of memorial. Why not make the entrance hall of your city hall or your courthouse or your post office or your high school or your public library an exquisitely beautiful memorial, at one-tenth or one-twentieth the cost of bricks and stone and mortar, piled up into what may ultimately be merely another building?

8. Roadways, such as that proposed from Utica to Syracuse by a bill already introduced in the New York Legislature, can be made adequate and charming memorials, especially if developed with the plants and trees of the neighborhood, so that they are peculiar to that locality, and if they include footpaths, at the entrances to which simple bronze tablets may serve to indicate the purpose of the memorial; always provided the abutting properly controlled.

9. Sculptures; Monuments. If a work in sculpture is desired, it is important to act in accordance with what Frederick Law Olmstead says:

"A free-standing stone monument which has no other purpose except to act as a memorial is one of the most difficult artistic problems in the world, and it is pretty generally felt, after the newness has worn off, that a large proportion of the monuments so erected in the towns of this country since the Civil War have proved unworthy of the lofty ideals they were meant to commemorate.

"In this case the thoughts surrounding the subject are so noble, so big, so fine, that nothing short of the best of its kind is really worthy.

"A monument committee would never start out deliberately to pick out a poor-grade defective monument as being good enough to honor the men who fought for the freedom of the world.

"In any case, bear in mind that when we do something which is meant to endure for centuries it is more important to do it rightly than to do it quickly. Rather than risk, through haste to dedicate the permanent thing by July 4, the doing of something that we should afterwards feel to be unworthy, I would prefer to make that date the occasion of a ceremonial personal tribute to the boys who have returned, and as a part of the ceremonies enlist the whole town in a project for doing the very best thing that can be done as a monument not only to the boys who have done their part by sea and land, but to the ideals of liberty and justice for support of which the whole people have offered their work, their wealth and their lives."

10. Memorial Walls. There should be in America and Canada the example of the use of blank walls or party walls for fountains, duplicating in location that of the Fountain St. Michel in Paris, which is simply placed to cover completely the side wall of a house, the wall being located on the truncated base of an angular intersection.

Cleaning of Slums is Urgent Problem

Health Authorities Have the Powers—Will They Use Them?

Modern town-planning schemes are most excellent, as, by their establishment, they will tend to improve conditions and provide better homes for certain classes of our people; they will also relieve the congestion which occurs amongst those who cannot afford what to them is a luxury in housing accommodation.

We desire to emphasize at the present time, however, the necessity of action for the immediate improvement, and the putting into better sanitary condition, of the homes of the masses—those who, during their lifetime, will, perhaps, not receive any benefit; in other words, they, and probably many of their offspring, will succumb while waiting for the dawn of the long-promised day when they are to occupy a good healthy home.

War Memorials—Continued.

DON'T TAKE READY-MADE STUFF.

We must emphasize the importance of not taking the ready-made cast-iron or cut-stone stuff, but of employing competent expert advice and skill in the plans for and the making of memorials. It is vastly better to have one good monument than ten cemetery designs—a statement that is obvious, but that may not occur to all who feel the stir of patriotic enthusiasm, and who honestly believe that that "stir" will excuse any monstrosity.

The story is told of a member of one of the recent French commissions, who, after he had seen all of the Civil War memorials, said: "Now I know what you mean by the horrors of war!"

SECURE CITY ART COMMISSIONS

The larger cities which have appointed art commissions or art juries will, no doubt, get good things. The interest is so great and the examples of the mistakes of the Civil War memorials so notorious, that they must not be permitted to multiply. The trouble will be with the small communities, or the small sections of the larger communities, where some enterprising salesman of a cemetery monument-making concern desires to sell a ready-made or a stock-designed affair.

To create state art commissions to deal with war memorials, bills have been introduced in the New York and Pennsylvania legislatures. In Pennsylvania, Governor Sproul, in his inaugural address, said:

"There will undoubtedly be a general movement in our communities to erect permanent memorials to our heroes of the war. I trust that these memorials may be useful and beautiful. Many of the monuments which have been built at our county-seats and elsewhere in commemoration of the valorous deeds of the defenders of the Union are inartistic and inappropriate. We ought to take steps now to prevent a repetition of this mistake. An art commission to which should be submitted designs for monuments and public structures, including bridges and schoolhouses, would be a desirable addition to our organization, and should raise the whole tone of public architecture in Pennsylvania. It costs no more to have good-looking structures in our public places, and the effect upon the community of artistic and well-designed buildings and memorials must be measurably good."

A bill creating a state art commission for Pennsylvania, with broad powers, has been introduced and is likely to become a law. Massachusetts already has a state art commission. Write to the American Civic Association for the drafts of bills to create state and city art commissions; they are ready now. Every state should have one and every city should have one.

It is said that no war memorials will be allowed to be built in France for five years; the French know how to wait in order to gain perspective.

We mean that what we do now shall exist a century hence. Let us then erect as permanent memorials only those structures or things that will still be fine, that will still be splendidly inspirational, when a hundred years shall have passed away. If we have not the money to do the thing well this month, let us wait two months or three months, let us wait a year or two years, and make a memorial of which our sons and grandsons will be justly proud."

That these are not idle words is quite evident from the finding of the Royal Commission on Industrial Relations. In its report of June 25, 1919, it says:

"Another cause of unrest which we met with at practically every place we visited, was the scarcity of houses and the poor quality of some which did exist. . . . The existing condition for the worker is not only the absence of sufficient housing accommodation, but the inadequacy of those that are in existence. Poor sanitary conditions and insufficient rooms are the chief complaints. . . . Some means should be adopted, with as little delay as possible, to remedy this defect."

"Poor sanitary conditions and insufficient rooms" are emphatically the "chief complaints" in respect to the homes of the workers in our factories and workshops; but it is equally true of many thousands of our people who do not come within this class. Our slums can and should be improved. These homes must be the abode, for a long time, of those condemned, for various reasons, to be their occupants. From such homes come the many funerals of our babies and infants, and it is in these places we are raising the immediate men and women of Canada.

Therefore, the suggestion of the Commission is most opportune, viz., "means should be adopted, with as little delay as possible, to remedy this defect." The only criticism that can be made is that the recommendation is not strong enough. The subject was worthy of further elaboration when considering industrial relations and the "unrest" of today.

The work of modern town planning and housing must be continued, but health authorities must more determinedly than ever carry on their battle with the slums. If we cannot demolish them because of lack of better accommodation, we can and should improve the interior of our slum homes. Rags, when clean, are not a disgrace, provided the wearer cannot afford better apparel. It would be much better to have clean rooms and clean environments in the slum quarters than allow people to exist in squalor and dirt such as the illustration herewith depicts.

That Canadian municipalities are at fault in this matter is quite evident from the report on undesirable living conditions in "the Ward," Toronto, issued by the Bureau of Municipal Research in 1918.

The reader has but to study the illustration and therein find food for thought and convincing evidence that action—immediate action—is necessary in Toronto that the slums of that city be removed or abated.

Health authorities must initiate and energetically carry on a campaign to clean the slums, until such time as they can be eliminated altogether. This will result in a lessened infant mortality, and less disease and suffering; a gradual education of the slum dwellers in all that appertains to better social conditions, and life by the social worker will also become possible. It is only a temporary measure, awaiting the brighter era of the slumless city, but it must be done with as little delay as possible.

We must bear in mind that Canada has its devastated areas equally as important to rehabilitate as those of France and Belgium, and what is more serious they are of more than recent origin.

KEEP THE STREETS CLEAN

Drop it anywhere! Nobody cares! Anyway, one little cigarette box, or the wrapper of chewing gum, or the envelope from the letter—surely, one would not call dropping them on the sidewalk, littering the street. But, if each citizen, young and old, drops a paper on the public streets, the cumulative effect will not be pleasant to behold.

In many of our towns and cities boxes are placed on the streets for the deposit of waste paper. Where such are not available, however, it is no hardship to carry small paper wrappers until they can be properly disposed of. Cigarette and gum containers are not out of place in the pocket until empty. Keep them there, and, for the sake of cleanly appearance of the streets and that civic pride which is essential to the general prosperity of the home town, keep scraps of paper off the street.

A Great Monument to a Great Canadian

FREDERICK WRIGHT.

When Sir George Etienne Cartier, Bart, died in 1873 he left to every Canadian coming after him a great heritage in a confederated Canada, which he above all others (not even excepting his great colleague Sir John A. Macdonald) not only made possible but brought to a logical conclusion by first inducing British Columbia to join the Dominion and then creating the first of the great Prairie provinces under the name of Manitoba. . . . In those early days little or nothing was known of the potentialities of the great West, yet Cartier had so much confidence in its future that he backed it up to the limit of his powers and his influence, a confidence that has been more than justified by the wonderful progress of the last forty years. This great French-Canadian was born 105 years ago, a fact that will be celebrated this September in Montreal by the unveiling of a monument which may truly be said to be one of the noblest conceptions of the sculptor's art.

The sculptor himself, George W. Hill, R.C.A., after many years of weary waiting, had had an opportunity of showing his genius in the Strathcona Horse monument on Dominion Square, Montreal. He secured the commission to design and build the Cartier memorial after an open competition, and those who were privileged to view the different models sent in commended the good judgment and sense of the examining committee in choosing the Hill design. . . . The result is seen today in a monument worthy of Cartier and worthy of the sculptor. . . . John Boyd, in his fine work "Sir George Etienne Cartier, Bart," describes the monument thus:

"Standing on one of the commanding slopes of Mount Royal overlooking the city of Montreal is the magnificent memorial erected in the centenary year of Sir George Etienne Cartier's birth to commemorate his great achievements, and to symbolize the establishment of the Dominion of Canada, in which he played such a conspicuous part. The memorial, which was designed and executed by the eminent Canadian sculptor, Mr. George W. Hill, is of grand conception. Rising to a height of eighty feet from the platform on which the memorial stands, is a granite shaft surmounted by a figure twelve feet in height representing Renown. The statue of Sir George Etienne Cartier, which is of heroic size, eleven feet high, fronts the shaft thirty feet from the base. Cartier is represented in a speaking attitude with his left hand resting on a scroll upon which is inscribed "Avant Tout Soyons Canadiens" (Before all be Canadians). At the base of the statue in front are four heroic figures representing the four provinces which first entered Confederation—Quebec, Ontario, Nova Scotia and New Brunswick—while in the rear are five other figures representing the other provinces of the Dominion, surmounted by the statue of a soldier in the act of defending the flag. To the right and left are groups representing Legislation and Education. On one of the four statues which face the memorial is inscribed "O Canada, Mon Pays, Mes Armours," the title of the famous national song composed by Cartier, while on the ribbon which is held in the hands of a figure representing the Province of Saskatchewan, is the inscription conveying the striking thought enunciated by Cartier in his Confederation speech at Halifax, "The Defence of the Flag is the Basis of Confederation."

This magnificent memorial cost one hundred thousand dollars, the fund being raised by contributions from the Dominion Government, the Governments of all provinces, civic corporations and individuals, not only throughout the Dominion, but from all portions of the British Empire.

But to get at the heart of things and find out something of the personality of the man who could create such a monument to the memory of Cartier, the writer determined to beard the sculptor in his den, which he did literally. . . . If he expected to find an aggressive egotist full of pride in a great achievement, he was agreeably disappointed. . . . Instead he found a small, shy man of very ordinary aspect until he began to speak of his work. Then his eyes lit up and the whole contour of the face changed, and the observer realized that he was in the presence of the true

artist. That is, one who conceives and brings forth great ideas, whether those ideas be expressed in the form of the written word, music, painting or sculpture. . . . And if there be any comparison one would say that the sculptor has the hardest task of all. . . . To visualize clay or stone so that the conception of the artist may be made perfectly clear to the observer is truly making life out of dead matter. . . . As one examined group after group of small but perfect figures in Mr. Hill's studio, each one a child of the sculptor's brains, one really did feel that behind the shyness of the man lay a strong character, fitted to portray the ideals of life. . . . In the Cartier memorial itself the arranging of the figures representing the nine provinces is perfect art, each one clasping the hand of the next, and each face full of hope and confidence in the future. Then the two groups representing religion and education, the young soldier defending the flag, the huge figure of Renown on the top of the column in the act of crowning Cartier himself, and then the inscription on the scroll under Cartier's hand "Avant Tout Soyons Canadiens" (Before all be Canadians) surely such, though created out of stone and bronze, is a living message of living people from a great spirit of Confederation days. To complete his picture the sculptor so designed his work that the tree covered slope of Mount Royal forms a fitting background and the green sward of Fletcher's Field a perfect foreground. Viewing the whole from a distance the observer sees such combination of colors and design that he realizes that the closer the artist gets in touch with nature the better the result of his work. George W. Hill, the Canadian artist has well and truly portrayed for future generations in words of stone and bronze one of Canada's greatest builders.

MILEAGE INCREASE ON TRAMWAYS SINCE 1901.

The table below shows the increase of mileage of Canadian electric railways since 1901, taken from the annual report of the Department of Railways and Canals:

MILEAGE.

First track mileage:

1901	.....	*674.58	1910	.....	1,047.07
1902	.....	557.59	1911	.....	1,223.73
1903	.....	759.36	1912	.....	1,308.17
1904	.....	766.50	1913	.....	1,356.63
1905	.....	793.12	1914	.....	1,560.82
1906	.....	813.47	1915	.....	1,590.29
1907	.....	814.52	1916	.....	1,724.71
1908	.....	992.03	1917	.....	1,743.54
1909	.....	988.97	1918	.....	1,616.36

* Including some second track.

SAFETY ON THE STREET.

The rapidly increasing number of motor cars and trucks in use on city streets is demanding the more effective enforcement of traffic bylaws. Most of our larger cities have parking restrictions for motor cars, but, as these rules are not closely observed, cars stand for long periods on the streets. This is an extremely dangerous practice, especially if building construction in progress confines the thoroughfare to a narrow limit. In one eastern city, a situation of this nature existed; as it was the main artery for the fire department to reach a portion of the business section, one accident resulted, and many were very narrowly averted.

When municipalities make bylaws they are responsible for seeing that they are carried out. The best time to secure their enforcement is before an accident.

RESURFACING OLD ROADS.

By WILLIAM D. UHLER (Chief Engineer, Pennsylvania State Highway Department).

One of the most important problems confronting road authorities today is the question of resurfacing or rehabilitating old stone roads. This condition in most cases is the result of neglect. Failure to make repairs or to restore the worn-out portions before a road has deteriorated through to the foundation necessitates the rebuilding of the road and a large expenditure; whereas, through skilled maintenance, the outlay can be reduced materially and spread over a period of years. There are, of course, other reasons for resurfacing old roads, as, for instance, the improper selection of the original material, which is responsible for rapid deterioration; and the constantly increasing and varied traffic causing abrasive action too severe for the type of road. This latter condition is noticeable particularly in suburban communities and communities where water bound macadam roads were laid in the early stages of development, and where the population has increased rapidly and where all classes of vehicular traffic have caused the original roadway to deteriorate more rapidly than would have been the case had the development not occurred, thus creating the necessity for repairing and resurfacing in order to make the wearing qualities of the road as good as those in the nearby cities.

The essential points to be considered in the selection of a proper type of surface for an old stone road are the character and amount of traffic, the grades, and, as a rule, that most important factor, the funds available for the work. When the traffic has been determined and the character of surfacing selected a thorough study should be made of the existing foundations and drainage facilities. Many surfaces have been sacrificed for the want of proper attention to the foundation, and too often it is taken for granted that any stone road is a suitable base for almost any type of surface. Test holes should be made at sufficient intervals in the road to determine the depth of the existing foundation, and usually it is found that a considerable portion must be restored before a surface can be applied. Irrespective of the type of surface selected, the preparation of the foundation must be given the same careful attention. Too much stress cannot be laid on the desirability of having proper lines and grades before resurfacing, in order to avoid increasing or perpetuating the difficulties of future improvement of these roads.

WAR TAX EXEMPTIONS.

Under the Ontario New Assessment Act the following are the exemptions which a municipality in Ontario may grant upon houses:

If a house is assessed at not more than \$2,000 that it be actually assessed at 50 per cent of the value, thus a \$2,000 house would be assessed for \$1,000.

If a house is assessed at not more than \$2,500, the actual assessment will be at 60 per cent.

If a house is assessed at not more than \$3,000, the actual assessment will be at 70 per cent.

If a house is assessed at not more than \$3,500, the actual assessment will be at 80 per cent.

If a house is assessed at not more than \$4,000, the actual assessment will be at 90 per cent.

A house assessed at more than \$4,000 will be actually assessed at the full value.

This exemption is on dwelling, exclusive of land.

In the country, instead of confining the exemption to dwellings, it shall apply to all buildings up to the same value of assessment as in the urban centres, and at the same rate of exemption.

It is provided in that act, however, that these exemptions shall only be granted after the electors have expressed their willingness to make the change on a by-law being submitted to a vote.

GOOD ROADS THE CONCERN OF ALL.

"Road improvement is fundamentally an economic problem and affects either directly or indirectly our entire citizenship, regardless of whether its members live in the country, the town or the crowded city; regardless of whether they drive a pleasure car, a lumber wagon, or walk the streets of the tenement district. The greatest direct benefits will come to the users of the road; but in each instance there are indirect benefits reaching a greater number of people, and hence of greater importance finally than the direct benefits."—S. E. Bradt.

MUNICIPAL SALVAGE OF HOUSE REFUSE.**Collection and Treatment of Waste Material to Redeem Its Value Yields Good Results.**

The war has not so much taught us certain things, as it rather has demonstrated facts previously recognized but considered as of little moment, things which in times of peace it would have taken many years of persistent propaganda to awaken an extravagant and indifferent public to the importance of.

Among other questions, that of the salvage of house refuse was not the least important. The most successful, and in many ways, the most advanced municipality in this regard is the Salvage Department of Birmingham, Eng., and a brief study of its successful operation cannot fail to be of benefit now.

Here the question is one of the adoption of new processes of waste prevention and not merely that of waste disposal.

In the matter of treatment of condemned meat and fish, whereby valuable fertilizers and fat are produced, Birmingham has long been active and, recently, a laboratory for analytical and research work has been added with a view to further developments in the treatment of all kinds of refuse.

The results obtained during the war, in connection with the waste paper campaign, unquestionably warrant the continuation of this part of the work of the department. To insure saving the waste paper of the city, and to permit of easier separation of the garbage generally, a system of dual refuse bins has recently been adopted by the Birmingham authorities. One bin, for the reception of domestic ashes and sweepings only, must be provided by the householder; the second is provided gratis by the corporation. This is the salvage bin for all other household wastes, such as rags, tins, bones, scrap iron, paper, glass, etc.

In like manner, the garbage will be collected separately in newly provided electric vehicles, these vehicles being divided into two groups. The ashes, on arrival at the works, will be screened; the fine portion, constituting approximately one-half of the whole, will pass direct into waggons or boats and will be disposed of to mix with heavy clay land; the coarser material will be used as fuel.

The contents of the salvage bins will be sorted and graded. The tins are first de-tinned, then de-soldered, and subsequently bundled by means of hydraulic pressure. The rags are sorted by a mechanical picking belt into cotton and woollens, passed through a mechanical washer, a turbine hydro-extractor and, finally, into a mechanical dryer and then baled.

It may not be possible for Canadian cities to carry on this important work of municipal salvage on the same lines as Birmingham, but there is certainly room for improvement everywhere in the collection, separation and subsequent disposal of the municipal wastes of large as well as of smaller municipalities.

Birmingham has passed the experimental stage, has profited by its own war experiences and is satisfied with its system both from the economic and the hygienic standpoint.—C.A.H.

FIRE PROTECTION.

A city owning and operating its own water plant is not liable for damages resulting from a low water pressure when fire occurs. Many business men do not know this to be true, and believe that they could obtain damages from the city if water pressure should fail at the time of a fire and lead to destruction of their property. A business man making a careful contract with a privately owned water power company for water supply can make the company clearly liable for failure to maintain a certain pressure during time of fire. But it is not good business to rely on collection of damages for re-imbursment of fire losses. The prudent business man will provide all the private fire protection he can afford instead of relying upon public agencies entire.

The Commercial Success of Municipal Trading

(By George Bernard Shaw.)

In view of the many charges that have been made by interested parties against the ownership by municipalities of their own public utilities the following excerpt taken from "The Common Sense of Municipal Trading" by George Bernard Shaw and written in this remarkable man's best vein, makes encouraging reading to those who believe that all public utilities should be publicly owned.

Municipal Trading seems a very simple matter of business. Yet it is conceivable by a sensible man that the political struggle over it may come nearer to a civil war than any issue raised in England since the Reform Bill of 1832. It will certainly not be decided by argument alone. Private property will not yield its most fertile provinces to the logic of Socialism; nor will the sweated laborer or the rackrented and rackrated city shopkeeper or professional man refrain, on abstract Individualist grounds, from an obvious way of lightening his burden. The situation is as yet so little developed that until the other day few quarter columns in the newspaper attracted less attention than the occasional one headed Municipal Trading; but the heading has lately changed in the *Times* to Municipal Socialism; and this, in fact, is what is really on foot among us under the name of Progressivism.

At first sight the case in favor of Municipal Trading seems overwhelming. Take the case of a shopkeeper consuming a great deal of gas or electric light for the attractive display of his wares, or a factory owner with hundreds of work benches to illuminate. For all this light he has to pay the cost of production plus interest on capital at the rate necessary to induce private investors to form ordinary commercial gas or electric light companies, which are managed with the object of keeping the rate of interest up instead of down: all improvement in the service and reductions in price (if any) being introduced with the sole aim of making the excess of revenue over cost as large as possible.

Now the shopkeeper in his corporate capacity as citizen-constituent of the local governing body can raise as much capital as he likes at less than four per cent. It is much easier to stagger consols than to discredit municipal stock. Take the case of the London County Council. For ten years past the whole weight of the Government and the newspapers which support it has been thrown against the credit of the Council. A late prime minister denounced it in such terms that, to save his face, his party was forced to turn all the vestries into rival councils on the "divide and govern" principle. The name of the London County Council has been made a hissing among all who take their politics from the Court and the Conservative papers. To such a torrent of denunciation a private company would have succumbed helplessly: the results of an attempt to issue fresh stock would not have paid the printer's bill. But the County Council has only to hold up its finger to have millions heaped on it at less than four per cent. It has to make special arrangements to allow small investors a chance. The very people who have been denouncing its capital as "municipal indebtedness" struggle for the stock without the slightest regard to their paper demonstrations of the approaching collapse of all our municipal corporations under a mountain of debt, and of the inevitable bankruptcy of New Zealand and the Australasian colonies generally through industrial democracy. The investor prefers the corporation with the largest municipal debt exactly as he prefers the insurance company with the largest capital. And he is quite right. Municipal expenditure in trading is productive expenditure: its debts are only the capital with which it operates. And that is why it never has any difficulty in raising that capital. Sultans and South American Republics may beg round the world in vain; chancellors may have to issue national stock at a discount; but a Borough Treasurer simply names a figure and gets it at par.

This is the central commercial fact of the whole question. The shopkeeper, by municipal trading, can get his light for the current cost of production plus a rate of interest which includes no insurance against risk of loss, because the security, in spite of all theoretical demonstrations to the contrary, is treated by the investing public and by the law of trusteeship as practically perfect. Any pro-

fit that may arise through accidental overcharge returns to the ratepayer in relief of rates or in public service of some kind.

The moment this economic situation is grasped, the successes of municipal trading become intelligible; and the entreaties of commercial joint stock organization to be protected against the competition of municipal joint stock organization becomes as negligible as the plea of the small shopkeeper to be protected against the competition of the Civil Service or Army and Navy Stores. Shew the most bitterly Moderate ratepayer a municipal lighting bill at sixpence a thousand feet or a penny a unit cheaper than the private company charges him, and he is a converted man as far as gas or electric light is concerned. And until commercial companies can raise capital at lower rates than the City Accountant or the Borough Treasurer, and can find shareholders either offering their dividends to relieve the rates of jealously determining to reduce the price of light to a minimum lest they should be paying a share of their neighbors' rates in their lighting bills, it will always be possible for a municipality to average capacity to underbid a commercial company.

Here, then is the explanation of the popularity and an-

Here, then is the explanation of the popularity and antiquity of municipal trading. As far as their legal powers have gone, municipalities have always traded, and will always trade to the utmost limits of the business capacity and public spirit of their members.

No doubt a body of timid and incapable councillors will leave as many public services as possible to commercial enterprise, just, as, in their private concerns, they keep small shops in a small way instead of becoming Whiteleys and Mannamakers, Morgans and Carnegies. And a body of rich and commercially able councillors may pursue exactly the same policy because they hold shares in the commercial enterprises which municipal enterprise would supplant, and have in fact deliberately taken the trouble to get elected for the purpose of protecting their private enterprises against the "unfair" (meaning the irresistible) competition of the municipality. Further, a body of amateur doctrinaires who rush into municipal trading on principle without enough business training and experience either to manage the business themselves or allow their staff to do it for them, will make a mess of it at first, precisely as that much commoner object the amateur joint stock company makes a mess of it. There is no magic in the ordeal of popular election to change narrow minds into wide ones, cowards into commanders, private ambition into civic patriotism, or crankiness into common sense. But still less is there any tendency to reverse the operation; for the narrowest fool, the vilest adventurer, the most impossible fanatic, gets socially educated by public life and committee work to a degree never reached in private life, or even in private commerce. The moment public spirit and business capacity meet on a municipality you get an irresistible development of municipal activity. Operations in kind like those effected by the Corporation of Birmingham in Mr. Chamberlain's time, and by the London County Council in our own, are taken in hand; and the town supplies of water, of light, of tramways, and even of dwellings, are conquered from competitive commerce by civic co-operation. And there is no arguing with the practical results. You take a man who has just paid a halfpenny for a ride in a municipal tramcar which under commercial management would have cost him a penny or twopence; and you undertake to go into the corporation accounts with him and prove that under a "fair" system of book-keeping he should have paid fourpence. You explain to the working man voter how true economy demands that his relative who is employed as a driver and conductor in the municipal service for ten hours a day, and six days a week, with standard wages and a uniform, should go back to competition wages, seventeen hours, seven days, and his own seedy overcoat and muffler. You buttonhole the shopkeeper who has just paid two and threepence per thousand cubic feet for his gas, with the public lighting rate and a bonus thrown in; and you assure him that unless he votes for a return to the supremacy of the commercial company at three shillings per thousand and a reimposition of the Lighting Rate, the city will be bankrupt and the Mayor replaced by a Man in

THE COST OF FOOD IN UNITED STATES AND CANADA.

The following figures taken from the United States Bureau of Labor Statistics show very clearly that the increase in the retail price of food is not near as great as in Canada, which surely is justification for the general demand throughout the Dominion that drastic action should be taken by the authorities to reverse the evident excessive profits not only on food but on all commodities.

The percentage of increase in the retail price of food in the principal cities of the United States, September 15, 1917, to September 15, 1918:

Locality	Percentage of increase.	Locality	Percentage of increase.
United States	16.4	Pittsburgh, Pa.	16.0
Baltimore, Md.	23.4	Cleveland, Ohio	15.9
Seattle, Wash.	23.0	Chicago, Ill.	15.7
Scranton, Pa.	21.3	Manchester, N.H.	15.6
Richmond, Va.	20.6	Boston, Mass.	15.5
San Francisco, Cal.	20.6	Omaha, Neb.	15.5
Charleston, S.C.	20.3	Rochester, N.Y.	15.2
Portland, Ore.	20.0	St. Louis, Mo.	15.2
Atlanta, Ga.	19.9	Providence, R.I.	15.1
Los Angeles, Cal.	19.5	Columbus, Ohio	15.0
Washington, D.C.	19.4	New Orleans, La.	14.8
Memphis, Tenn.	19.1	Cincinnati, Ohio	14.7
Newark, N.J.	18.6	Little Rock, Ark.	14.7
Philadelphia, Pa.	18.4	Bridgeport, Conn.	14.4
Louisville, Ky.	17.9	Dallas, Tex.	14.3
Fall River, Mass.	17.6	Birmingham, Ala.	14.3
New Haven, Conn.	17.0	Milwaukee, Wis.	13.8
Kansas City, Mo.	16.6	Indianapolis, Ind.	13.6
Buffalo, N.Y.	16.5	St. Paul, Minn.	12.4
New York, N.Y.	16.5	Minneapolis, Minn.	12.0
Jacksonville, Fla.	16.4	Springfield, Ill.	11.0
Denver, Col.	16.1	Butte, Mont.	10.9
Detroit, Mich.	16.1	Salt Lake City, Utah.	10.0

Municipal Trading—Continued.

Possession. You unfold a Union Jack in London, and tell the careworn cokeney, who pays for his water to a private company more than double what his neighbor across the border pays to the Croydon Corporation, that the Empire stands or falls with the practice of buying water at a price which varies inversely with the quantity consumed, with the right of a water shareholder to a vote in every constituency through which one of his pipes runs, and with the maintenance, free of Probate Duty, of a monopoly granted by James I., and by this time appreciated by 1000 per cent in value. It is all pathetically useless. The municipal trader does not contradict you: he laughs at you. So long as the municipal market is the cheapest market, the public will buy in it; and the protests of the companies are as futile as the protest of the stationer and the apothecary against the stores.

It is not necessary to overload these pages by quoting from the Municipal Year Book, examples of successful municipal trading in verification of the above. Progressive electioneering literature teems with such examples. . . . The County Council returns and parliamentary reports on municipal trading, have so surfeited the public with the facts that a recapitulation here would be beyond human endurance. It is waste of time to force an open door; and in all public services in which the determining commercial factor is practically unlimited command of cheap capital combined with indifference to dividend, the door is more than wide open; it has been carried clean off its hinges by the victorious rush of municipal socialism under the reassuring name of Progressivism.

TAX REFORM IN SPAIN.

Municipalities have been authorized in Spain to tax unearned increment. The tax is graduated according to the profit made on sales of land and ranges from 5 to 25 per cent.

ASPHALT ASSOCIATION AND CANADA.



Mr. Bruce Aldrich, who will take charge of the Toronto office of the Asphalt Association as district engineer of the Canadian District, with headquarters at the office of the H. K. McCann Company, Limited, Toronto, Ont., is a native of London, England. He came to Canada at an early age and began his education in the public schools of Ottawa, returning later to England to complete his studies. From England he came to the United States and after serving as a volunteer in the United States army in the Spanish-American and Phillipine wars, he was appointed in 1901 to a position in the office of Inspector of Asphalts and Cements, Engineer Department, District of Columbia, where he served in various capacities testing paving materials under Professor A. W. Dow of New York until February, 1912.

In March, 1912, he went to Baltimore, Md., which city was then beginning operations on the biggest paving program it had ever undertaken, with expenditures aggregating nearly \$15,000,000. Mr. Aldrich organized and equipped the Municipal Laboratory in which were tested all the materials entering into the new paving. As Inspector of Asphalts, he supervised the laying of more than 3,000,000 square yards of sheet asphalt and bituminous concrete, having on occasions as many as seven asphalt plants working at the same time. He assisted also in the inspection of the laying of all vitrified brick and granite block paving laid by the city.

At the outbreak of hostilities between the United States and Germany, Mr. Aldrich responded to the call of the President and served in France as a captain of infantry for one year, returning to the United States and resuming his former duties in Baltimore June 5, 1919. He resigns this office to become connected with the Asphalt Association of 15 Maiden Lane, New York.

Mr. Aldrich will devote his attention to co-operation with officials and engineers in the several provinces with a view to bring about the most constructive results possible in asphaltic highway work.

AUTOMOBILES IN CANADA.

The number of motor cars in the respective provinces of Canada, as between 1913 and 1918, is as follows:

Provinces—	1913.	1918.
Ontario	23,700	109,374
Saskatchewan	4,659	46,880
Alberta	3,773	29,500
Quebec	5,452	28,338
Manitoba	5,406	24,389
British Columbia	6,138	15,828
Nova Scotia	511	8,103
New Brunswick	824	6,475
Prince Edward Island	26	481

Proportional Representation, or the Transferable Vote

It is the essence of Representative Government that every voter should be represented in the Representative Assembly.

If a considerable proportion of the electorate come to feel that they have no voice in the Government, the distance is short to that dangerous state of mind which regards political processes as futile and hopeless.

What is the Theory of Proportional Representation?

Its theory is that each considerable party or group of opinion should be represented in the Council or representative body in proportion to its voting strength—that majorities may rule and minorities be heard.

How is This Theory Put Into Practice?

The method used is known as the transferable vote.

How the Votes are Recorded:

When the ballot with the list of candidates for an office, such as the Board of Control, is presented, the elector, instead of marking "X" after his choice or choices, as at present, votes as follows:

a—By placing the figure 1 after his favorite candidate; The voter may also:

b—Place the figure 2 opposite his second choice;

c—Place the figure 3 after his third choice, and so on, numbering as many candidates as he pleases in the order of his preference.

A candidate, to ensure election, need not poll a majority, but only a certain proportion of the votes cast, called a quota. This quota is the smallest number of votes required to ensure election. For example, if three representatives are to be elected, it would take one vote more than one-fourth of the votes cast to ensure the election of a candidate. The quota is found, therefore, by dividing the total number of votes cast by one more than the number of representatives to be elected and adding one.

Of course, Proportional Representatives involves the grouping of voting districts (constituencies) so that there shall be at least three representatives for each area.

How the Votes Are Counted and Transferred:

a—The first preference votes obtained by each candidate are noted;

b—The quota is ascertained;

c—Candidates who have obtained the quota or more are declared elected;

d—Surplus votes of those candidates who have received more than their quota are transferred, in strict proportions, to the unelected candidates indicated as the next preferences of the voters whose votes are transferred;

e—Any further candidates who may have received the quota are declared elected;

f—The candidates lowest on the poll are eliminated one after another, and the votes they receive are transferred in accordance with the next choice of the electors. This process is continued until the required number of candidates have obtained a quota, or the number of candidates have obtained a quota, or the number of candidates not eliminated is reduced to the number of seats vacant.

How Does the Theory of Proportional Representation Work Out in Practice?

The following example of the results of the election (1919) of Aldermen and Councillors in Sligo, Ireland, may be taken as typical:

Party.	Votes Polled.	Seats in Proportion Actually Polled to Votes.	Seats Obtained.
Ratepayers' Association	823	8.94	8
Sinn Fein	674	7.33	7
Labor	432	4.70	5
Independents	279	3.03	4

The following is the result—for the 76 contested seats (excluding universities)—of the recent parliamentary election held in Ireland, said election not being under Proportional Representation:

Party.	Votes Polled.	Seats in Proportion Actually Polled to Votes.	Seats Obtained.
Unionist	289,223	22	23
Nationalist	226,345	17	6
Sinn Fein	495,760	37	47

Do Not All Voters Obtain Representation Under Our Present System?

In the municipal elections in Toronto, January, 1919, where 4 members were to be chosen from 7 candidates, out of the total 122,963 votes cast for the Board of Control, 45,570 were cast for unsuccessful candidates. In other words, of the total votes polled at least 37 per cent were not represented on the Board of Control.

Similarly, in vote for Aldermen:

Ward.	No. of Votes Cast.	No. and Percentage Not Represented in Council.	No. of Candidates.
1	14,753	4101, or 28 p.c.	5
2	10,912	2932, or 27 p.c.	5
3	8,138	1452, or 18 p.c.	4
4	9,918	2476, or 25 p.c.	5
5	15,544	5598, or 36 p.c.	7
6	20,627	7179, or 35 p.c.	8
7	6,387	2241, or 35 p.c.	5
8	7,821	3093, or 39.6 p.c.	7

What Are Some Other Characteristics of Proportional Representation?

a—Every vote cast is a "plumper" vote. This is obvious, since the first choice indicated by the voter is considered first. Thus the full weight of the vote is given to the favorite.

b—An increased number of candidates nominated for office does not mean an increased wastage of votes. At present votes cast for unsuccessful candidates do not count in the final result. Under Proportional Representation they are transferred and, therefore, not wasted.

c—Since any considerable group of voters is able to ensure the election of its choice, the real leaders of such groups are encouraged to run for office.

What Are Some of the Main Objections Raised Against Proportional Representation?

1. It is too complicated for the voters to understand.

The following was the percentage of spoiled ballots in some elections recently held under the Proportional Representation system:

City.	Votes Cast.	Votes Invalid from All Causes.	P.c. of Invalid Votes.
Edinburgh	24,747	486	1.9 p.c.
Kalamazoo, Mich.	4,461	157	3.5 p.c.
Ashtabula, Ohio	3,334	362	10 p.c.
Calgary . . . . .	.....	....	3 p.c.
Glasgow	124,107	2,750	2.2 p.c.

2. The method of counting the votes is too elaborate and the process takes too long.

The following comments from places where Proportional Representation has been tried may be taken as indicative of the feeling on the question:

a—Glasgow: The returning officer in one day counted no fewer than 124,000 votes, spread over seven electoral divisions of the city.

b—Calgary: It took 2½ times as long to count ballots as under the old system.

c—Kalamazoo: It took 6½ hours to count 4,461 ballots.

Even if two or three days were consumed in counting the ballots, there are still over 360 days left in the year for the Government to function. If Proportional Representation secured more representative government, would it not be time well spent?

Is the ordinary voter concerned with the actual work of counting the ballots? Is not this done by experts now? Could not the Proportional Representation method be carried on by experts also?

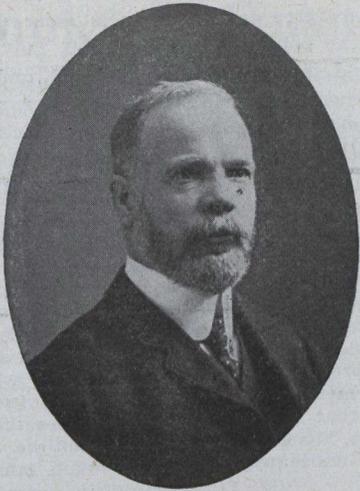
3. It divides the electorate into groups and fosters group feeling.

Is not group feeling more apt to be inflamed by lack of adequate representation?

Where is Proportional Representation Being Used?

This method of voting is used, among other places in Great Britain (for the election of certain M.P.'s representing Universities); Scotland (elections under Educational Act); Sligo, Ireland (Municipal); Belgium; Sweden; Po-

(Continued on page 313.)



JUDGE COATSWORTH, FORMERLY MAYOR OF TORONTO

Judge Coatsworth who succeeds to the Senior Judgeship of the County of York at one time a very active interest in the civic administration of the City of Toronto. Elected in 1904 as an Alderman he became Controller the following year and in 1906 was elected Mayor. During his mayoralty Judge Coatsworth did not confine his energies to Toronto alone but took an active part in municipal affairs as they affected Canada generally.

CITY PLANNING FOR UTILITY.

For ten years or more we have been urging that city planning be conducted with utility and not adornment as its chief aim, and an effective street plan rather than a magnificent civic center as its typical result. This view has been gaining ground and we had the pleasure a few days ago of reading a city planning report for Portland, Oregon, in which the subject of a civic center was not even referred to, but "promoting public convenience" and "safety from accidents and fire," effecting economies in transit and transportation," "promoting health and making life more wholesome and the city more beautiful," "stabilizing property values," and "saving public funds" were named as the principal aims of the commission.

Moreover, the subject was approached in the scientific rather than the artistic manner. A careful study was made of the population, housing, business, rapid transit, finances and other conditions and needs of the city, with a view to developing a comprehensive plan for securing the results named.

We cite Portland, not because its report is unique—there have been many others, such as St. Louis, along the same lines—but because it is the latest. It will not be, we are glad to believe, the city plan having utility as its objective.—Municipal Journal, New York.

PROPORTIONAL REPRESENTATION.

(Continued from page 312).

land; Tasmania; New South Wales; South Africa; Ashtabula, Ohio; Kalamazoo, Mich.; Calgary, Alta.; and some municipalities in British Columbia.

It is also used in many organizations, among which are the Trades and Labor Council of Toronto; United Farmers of Alberta; Ottawa Branch of the Canadian Civil Service Association; and many others.

The Provincial Government of Manitoba is preparing to adopt this system, and some consideration has been given it by both the Dominion Government and the Government of the Province of Ontario.

Could Proportional Representation be Applied at Present in Toronto?

Legislation permitting its use would first be necessary. It could then be used for the election of the Board of Control. It might also be used for the election of aldermen by wards, but as it allows voters to group, the present system of wards would not be necessary and larger divisions with 5 or 6 representatives from each would probably give better results.—Toronto Bureau of Municipal Research.

Respect Our Obligations

Legislation tainted with the flavor of confiscation would be unjust, impolitic and unwise. Since for generations Canada will be a borrowing country, it is very desirable that Canadian credit on the money markets should be maintained. Moreover, a nation should observe its contracts just as a decent private citizen respects and honors his obligations. Too often democracy is reluctant to confess its mistakes and more ready to assess the consequences of its blunders and follies upon a suspected or unpopular few than upon the body of the people who demanded measures which produced unsatisfactory results and supported the Governments responsible for unwise legislation. No group or party has the right to demand reforms at the expense of other people. Under all circumstances fair dealing is best for the nation as it is best for the individual. There are many land holders in Western Canada who are ready to negotiate for the surrender of their holdings upon terms that will not be unfair to the public, and just as private holders should not be required to sacrifice lands which have marketable value, so there is no sound reason that the State should take over lands of poor quality and relieve holders of the consequences of unwise investments. Probably all the land needed can be acquired by negotiation and handled more advantageously for the settler and the country than such free homesteads as are now available. One feels that our whole land policy should be recast, the system of free homesteads reconsidered, and land recovered for actual occupation resold upon small cash payments and further annual payments over a term of years until full ownership is acquired. There can hardly be any question that a great volume of immigration will pour into Western Canada, but a vitally necessary preparation for the future millions who will settle upon these plains is the recovery of unoccupied lands, and their settlement upon conditions which will distribute the burden of taxation, increase the prosperity of local communities and provide traffic for the railways which, built with cheap money, may soon become a blessing instead of a burden if land out of use is made available for actual occupation.—Sir John Willison.



CLINTON ROGERS WOODRUFF,
Secretary National Municipal League, one of the principal speakers of the Convention of U. C. M.

THE FUNDAMENTAL LAW OF NATURE.

Nature's law is, that wherever men congregate and settle, land becomes valuable. There money is needed for public purposes and there, in the land value, nature supplies a fund, ever adequate. Each newcomer, from helpless infant to snow-crowned age, adds value to the land. It is an extrinsic value contributed to by everyone that lives and moves on the land.

This common fund, this value which owes its existence and perpetuity to the presence of the people, must be used for public purposes ere the House of Civilization can have any foundation, save of sand.

To insist that this foundation shall now—since the old world is passing from under our feet—be imbedded in the rock of Justice and made stable for all time is "The Duty of the Hour."—Josie Thorpe Price.

ADVERTISING MUNICIPALITIES THROUGH MOVING PICTURES.

The Omaha Chamber of Commerce has started a new idea in municipal advertising by a movie picture film presented in the form of a story, as follows:

The picture begins with a Missouri River scene showing the explorers, Lewis and Clark, turning their canoe toward the shore to camp for the night in 1804, on the present site of Omaha. Pow-wows and Indian dances follow.

In 1919 there comes another explorer, a young aviator, out from New York to visit the Red Cross girl he met in France. She takes him about to show him the town. They visit the great Transcontinental Railroad yards and the acres of stockyards. They spin over beautiful boulevards, through blooming parks, and, at a slower rate, down busy commercial streets. The young aviator wants to see Omaha industries and something of the country beyond the city limits. It turns out he chose a fortunate time to "go West, young man," for Ak-Sar-Ben, Omaha's carnival is on. He invites the girl to an airplane ride, and thus views what the city looks like from the clouds. In the end, he decides he likes the town, as well as the girl—and stays with both.

SAFER CONSTRUCTION OF SCHOOLS WANTED.

Nearly all the efforts that have been made to bring about safer construction of school buildings has been centred on an examination of plans for these buildings after the plans have been made. Fire Marshal J. R. Young, of North Carolina, has begun a campaign to keep before those who are primarily responsible for school building construction the necessity and the elements of school building safety. Recently Fire Marshal Young sent a letter to the members of all school boards in North Carolina advising them to consider carefully the subject of safety when ordering the construction of school buildings, and what is more important, to consider the plans for a school building with the state fire marshal department before the plans are believed to be ready for use. In many instances this would save expenses in architects' bills, and lead to the closer and more effective co-operation with the state department. Each school board member, in addition to the letter from Mr. Young, received a special pamphlet on the necessity of school building safety, and a copy of Mr. Young's address on the double tower stairway. The North Carolina campaign for safer school buildings has received the endorsement of the North Carolina chapter of the American Institute of Architects.

VENTILATING SKYLIGHTS A PREVENTATIVE OF FIRE.

Not so long ago a theatre fire occurred in Logansport, Ind. The fire fighters gave it as their opinion that had it not been for the ventilating skylights over the stage the fire would have spread from the stage to the auditorium, and the entire building would have been destroyed. In a discussion at the National Fire Prevention Association Convention, held in May, Rudolph P. Miller, of New York Board of Standards and Appeals, declared that the ventilating skylight is the most important feature of the theatre, and is one that is too often neglected.

He said further: "If satisfactory ventilating skylights are provided, the smoke and gases from a stage fire will go out to the outer air instead of into the auditorium. The experiments made on model theatres one-eighth natural size by Austrian engineers show that whenever the skylight opens the smoke cannot enter the auditorium to an extent to do any particular harm." Edward B. French gave it as his opinion that had the skylight of the Iroquois Theatre been working properly there would have been no great loss of life in that fire.

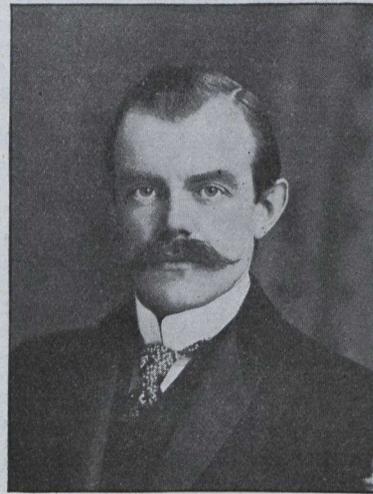
CONFERENCE AT BRUSSELS, SEPTEMBER 26th AND 27th 1919.

The Union des Villes et Communes Belges is organizing a Belgian and Inter-Allied Conference and Exhibition at Brussels, on September 26th and 27th, when papers will be read upon the following subjects:—

- (1) Town Planning Progress in Great Britain, Belgium, France and Italy.
- (2) Housing Legislation, etc., in the various countries.
- (3) The application of the garden city principle to the reconstruction of the devastated areas.
- (4) A Memorial Garden City in Belgium.

MORE COMMUNAL FARMING WANTED.

We can all agree that nothing is more desirable than to increase the population on the land, but those who go upon the land must go voluntarily and under conditions which will ensure reasonable prospects of success. There is nothing which demands greater prudence and wisdom than the organization of soldiers' settlements. More and more farming becomes a business as scientific as banking or manufacturing and training is as necessary as for any other occupation. All projects of land settlement should be supervised by the best practical agriculturists that can be secured. If blocks of land are to be selected, they must be situated in good agricultural areas and not too far from railways and markets. Only failure and disaster would follow any attempt to settle soldiers in remote or unproved country, or upon land which the best practical farmers would not be glad to cultivate. It does seem to me that in the Western provinces the Government must acquire, upon terms that will not be unjust to the absentee or unoccupying holders, much land which now lies idle.



MR. J. A. ELLIS, DIRECTOR OF THE MUNICIPAL BUREAU OF MUNICIPAL AFFAIRS, ONTARIO.

Mr. Ellis, a former Mayor of Ottawa, in addition to his ordinary duties as head of the Municipal Bureau has charge of the Housing Scheme of the Province of Ontario.



ARTHUR ROBERTS, K. C., TOWN SOLICITOR OF BRIDGEWATER, N. S.

Vice-President of the Union of Canadian Municipalities, and one of the delegates of the Union at the Industrial Congress.

Municipal Finance

SASKATCHEWAN MUNICIPAL BORROWINGS.

In an article that recently appeared in the *Financial Post*, Mr. J. N. Bergus, Commissioner of the Local Government Board, and formerly Minister of Municipal Affairs, paints a picture of the Saskatchewan municipalities and their financial standing that cannot help but sustain confidence in their securities.

From the majority of our seven cities no application to borrow money by debenture has been received during the last twelve months. The old boom spirit of seven or eight years ago has been almost entirely absent in the few applications which were thus presented. The main requests which were received favourably were for additions to the electric lighting plants, and as these utilities usually showed a profit and aided in lowering fire risk, the proposed expenditures were sanctioned.

As already stated the evidence of undue optimism has been scarce, and in few instances indeed has the board been obliged to restrict proposed programmes. Those things which were not essential, among which might be included the construction of boulevards and the extension of water mains where few if any patrons would be found for the next twelve months have been subject to postponement.

During the past year the people of our province have learned more of the nature of bonds and debentures, largely through the Victory Loans. In several instances the residents of a community where, for example a school district was issuing debentures, readily saw the advantage of purchasing the school debentures themselves. The Local Government Board has invariably encouraged local investments of this kind.

The rural municipalities of Saskatchewan are in particularly fortunate financial condition. One of them has \$25,000 invested in Victory Bonds, while others showed at the end of last year cash surpluses of amounts often exceeding \$10,000. With comparatively few exceptions, collections of arrears of taxes are in satisfactory condition. Several municipal institutions will hold no tax sale this fall as they will have no arrears to collect. The debentures of rural municipalities continue to be "gilt-edged." They will probably continue to be scarce as the councils do not see the advisability of undertaking a debenture loan if they have ample funds to carry on their activities from current revenues.

It has been stated before and may be here repeated that while a few urban centres borrowed somewhat unwisely during the boom period, the percentage of municipal institutions in Saskatchewan in actual difficulty is less than one per cent. None of our municipalities has had cause or desire to repudiate its obligations but on the other hand the attitude generally is to repay every dollar already borrowed.

In conclusion it may be stated that at a time when a maximum of cost is to be confronted in constructing public improvements of any kind, our municipalities as a whole see the wisdom of refraining from placing themselves under fixed charges which would remain high until the debt is exhausted, no matter how prices generally may decline during the next few years.

Any company that desires to offer for sale in Saskatchewan its shares, stock or bonds, must first secure authority to do from the Local Government Board, which makes a close investigation into the standing of such company. Where it is discerned that the shares will not probably yield a reasonable return to the prospective purchaser, approval of their sale in the province is not granted. It is conceded that the interests of the public are thus safeguarded. Since the war came to a practical close, the number of companies thus coming before the board has slightly increased.

SASKATCHEWAN GOVERNMENT USES DOMINION HOUSING LOAN FOR SOLDIERS' BENEFIT.

The Dominion Minister of Finance was authorized last December to make loans to provincial governments requesting the same for the purpose of erecting modern dwelling houses in their cities and towns. The provincial government at its last session passed an Act enabling the Provincial Treasurer of Saskatchewan to apply for loans for this purpose to an amount not exceeding \$2,000,000. The provincial Treasurer is authorized to make loans to cities and towns, upon their request, but it is specified that the proceeds are only to be used for erecting dwelling houses for returned soldiers.—Official Report.

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- (3) Cost of printing bonds.
- (4) Bond Market conditions.

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HYDRO-ELECTRIC RAILWAY ASSOCIATION OF ONTARIO.

At the annual meeting of the Hydro-Electric Railway Association of Ontario recently held in Toronto, the following officers were elected: Honorary president, Sir Adam Beck; honorary vice-president, Hon. I. B. Lucas, Attorney-General; president, J. W. Lyon, Guelph; vice-presidents, Mayor T. L. Church, Toronto; A. F. Wilson, Markham; C. R. Somerville, London; George Duncan, Peterboro; C. G. Booker, Hamilton; W. B. Burgoyne, St. Catharines; Fred Milman, Picton; John Derbyshire, Brockville; Peter Ray, Watertown; secretary, T. J. Hannigan, Guelph; treasurer, G. P. Hamilton, Guelph.

ADVISES CURTAILMENT OF EXPENDITURES.

Commissioner Bradshaw of Toronto, in his annual statement advises curtailment of capital expenditure during the present year. Considering that the programme of work to be proceeded with during the current year has already been far exceeded, he urges that, having regard to the credit of the city and the strain on the taxpayers, additional capital undertakings be laid over.

The capital amount of work to which the city is now committed, including local improvements recommended, and which has not yet been financed, amounts to over eight and a quarter million dollars. This includes \$1,000,000 for the housing scheme, \$115,000 for bridges, \$200,000 for street cars, \$185,000 for railway pavements, \$917,000 for waterworks, \$845,000 for schools, \$503,000 for sewers, \$102,000 for libraries, \$150,000 for parks, \$496,000 for improvements along the water front and \$272,000 for miscellaneous matters. The local improvements are: Pavements, \$2,042,647; Sewers, \$594,845; Curbs, \$14,598; Sidewalks, \$144,174; Gradings, \$140,858; extensions and widenings, \$645,521.

Water works improvements, \$864,770; public school sites and building \$845,00; authorized by legislation, \$500,000; harbor works and improvements, \$487,539; civic car lines \$200,000; public libraries, \$100,000; Terauley street and Applegrove extensions, \$244,063; bridges, \$15,000; relief sewers, \$389,585; registry office \$23,000; parks and playgrounds, \$147,600; local improvements, \$280,799; total, \$2,912,770.

The Commissioner points out that no reference has been made to the following matters, which, in the course of time, will be proceeded with: Waterfront railway viaduct, right of way for Hydro radials, North Toronto street railway, paving, etc., Bloor street railway, widening and paving, purchase of Toronto Street Railway, new parks, live stock arena, new trunk sewer and sewage disposal system, duplicate waterworks system. Mr. Bradshaw also adds:

"It will be observed that the amount of new debt proposed is \$2,912,770, necessitating an annual addition to debt charges of \$265,397. At the close of 1918, the margin of the city's borrowing power was \$8,055,172. After the creation of the foregoing debts, and after eliminating those which are not to be reckoned against our borrowing powers, the margin is reduced by \$2,042,000, or, to \$6,013,172."

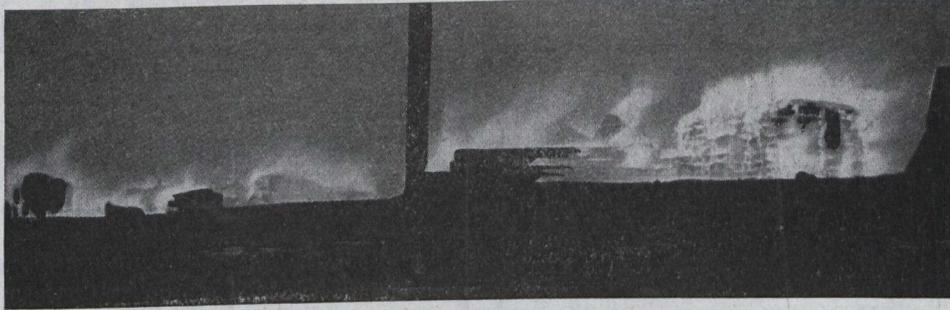
STANDING OF PUBLIC UTILITIES.

The City Comptroller of Edmonton, in his report of the City's Revenue and Expenditures (General Administration) for the six months ending 30th June, draws attention to a feature in the revenue in connection with the collection of current taxes showing that as at 30th June \$1,085,118.13 had been collected, reducing the city's overdraft with the bank to the comparatively small sum of \$37,727.70; while on account of tax arrears the sum of \$526,054.34 was recovered within the period.

The results of the operation of the city's utilities, including electric light and power, street railway, telephone and waterworks are particularly deserving of notice, a net surplus for the six months being shown of \$71,292.52 after providing for capital and depreciation charges on the combined utilities.

The following is a recapitulation of the net results of each particular utility for the half year:

	Net Surpluses.	
	To 30th June, 1918.	To 30th June, 1919.
Electric light and power	\$54,628.76	\$72,464.78
Telephone	16,579.72	26,375.98
Waterworks	14,588.79	17,064.05
	\$85,797.27	\$115,904.81
	Net Deficit.	
Street Railway	56,127.93	44,612.29
	\$29,669.34	\$71,292.52



When Will This Happen in Your Town?

From Toronto Globe, May 26, 1919.

Erindale, Ont.—A lighted match carelessly thrown into a coal oil drip tank in Barker's general store on Dundas street, started a blaze this afternoon that practically wiped out the whole business section of the village. All the residents of the village, men, women and children, toiled all afternoon to combat the flames.

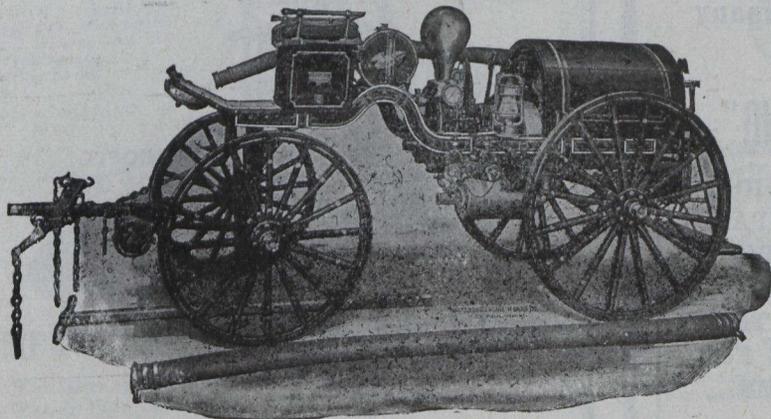
The village of Erindale is tonight dispirited after the afternoon, many women and children are still in a dazed condition, and even the rugged men are exhausted after the day's hard fight.

While some of the people of the town formed bucket lines from the Credit River, and from four or five wells in the vicinity, the rest busied themselves salvaging furniture from the burning buildings.

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would have saved the situation for Erindale and would have paid for itself many times over on this one occasion alone.

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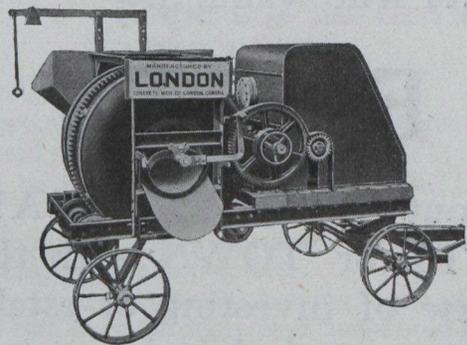
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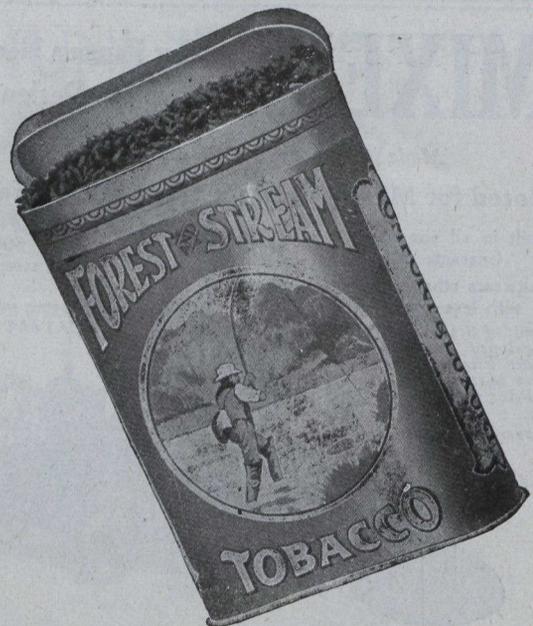
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