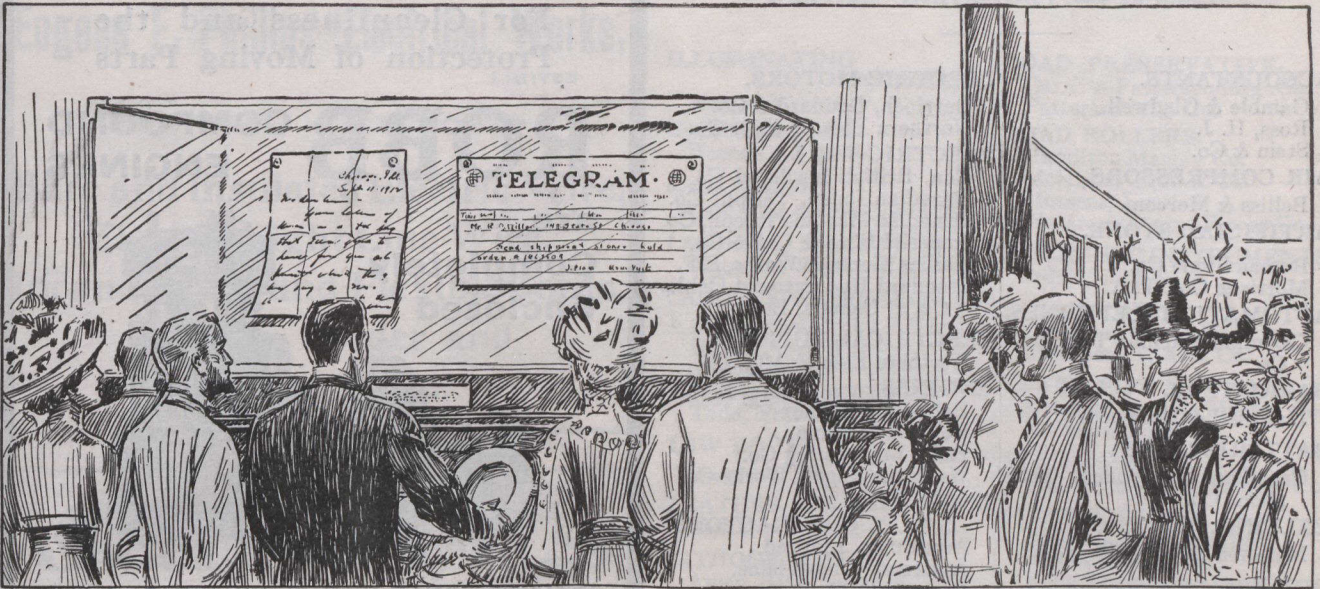


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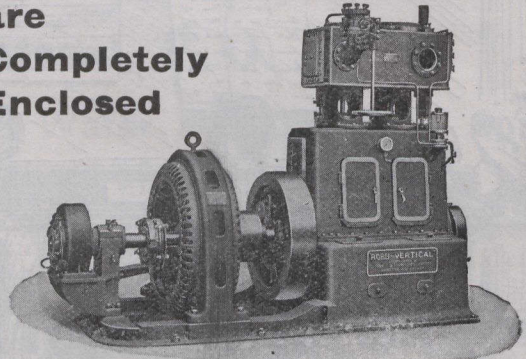
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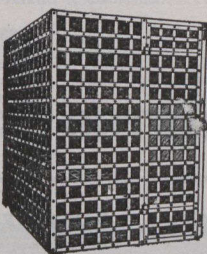
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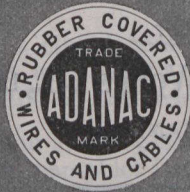
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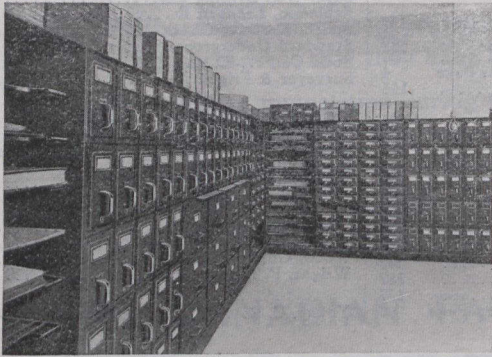
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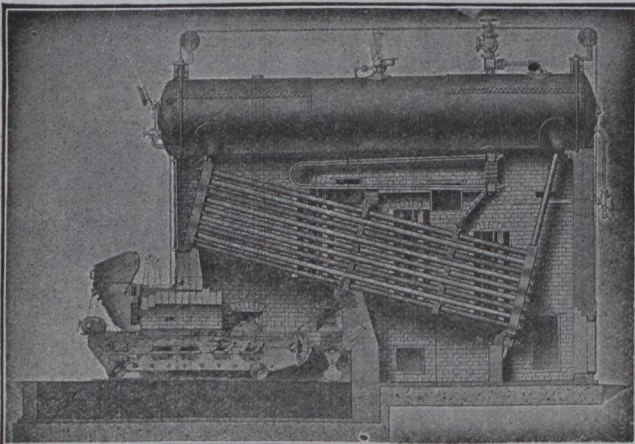
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THE CANADIAN MUNICIPAL JOURNAL

AND TELEPHONE AND BUILDING NEWS

HARRY BRAGG, EDITOR

A COMPANY'S STATEMENTS

The Halifax Electric Tramways Co. does not want to be bought out by the citizens, and as a part of the campaign, has been issuing remarkable statements in the local papers. Of course, such fine advertising patronage is not given to the papers with any idea of influencing the editorial position, but space is taken solely to teach the public!

It is, however very remarkable what a desire to instruct the public takes possession of a Company when it wishes to obtain, or to secure the continuance of a franchise to operate a public utility. It seems a burden laid upon the Company to try and prevent its good friends, the Public, from making such a serious mistake as to refuse the generous terms offered by the Company. In the local papers, or some of them, appear large advertisements, the object of which is to lay before the public such facts—and fictions—as will turn their thoughts into a friendly direction. Of course, the editorials, which confirm the advertisements, are never written by the Company, or even suggested by it? They are simply the opinions of the editor, entirely unprejudiced by the gratitude of the advertising manager for a fat share contract?

As a matter of fact, the principal objection to the Private Ownership of Public Utilities, is the "water" added to the stock. Only a very few people comparatively want municipal ownership in every case; but the public is becoming more and more hostile to the inflated list of shares on which they have to pay the dividends.

As a sample of the statements upon which the Company bases its position let us examine one advertisement, taken from the Halifax "Chronicle."

It is stated that there are 320 municipal lighting plants in England and that they show a deficit of \$149,165 on the year's working.

In our January issue we gave the deductions from the annual pamphlet issued by Mr. James Carter, Borough Treasurer, Preston, England, and the totals show that while the losses incurred by municipal ownership were \$1,816,040, yet the profits were \$8,278,495, thus showing a net surplus of profits over losses of \$6,462,455.

In this book, the losses to all municipalities in electric light are given as \$27,000, while the profits of Liverpool alone were \$125,000, after placing additional profits to reserve.

Halifax, Yorkshire, is quoted in the advertisement as having a loss of \$83,855. As a matter of fact the loss was only £11,765 (\$58,825), and water-works are a necessity, apart from profit or loss. But—and here is the fraud in the statement—the same year, Halifax made total profits of \$73,345; this is carefully omitted by the Company.

Brighouse is shown with a loss of \$8,419 on electricity, but this does not appear in Mr. Carter's pamphlet, but on the contrary, Brighouse in 1911-12 made profits of \$12,500.

Dewsbury, according to the Company, lost \$954 on tramways. But Dewsbury also made profits of \$36,750 at the same time.

Huddersfield lost \$83,485 on waterworks, which is only an exaggeration of about \$25,000 over the real amount; while \$61,500 of profits on other utilities are quite overlooked by the Company.

Leeds, according to the Company, lost \$2,531 on markets and \$16,132 on estates. Mr. Carter's return does not show that there was a loss on the markets, but a profit of \$525, which was part of a total profit of no less than \$500,525.

Middlesborough is quoted as having a loss of \$12,896, but the cause is not shown. It was on water-works. There was a small profit of \$3,170 on markets

Wakefield is stated to have lost \$1,703 on markets and \$32,824 on something not mentioned. But the total losses of Wakefield were only \$26,770, so that the Company's advertisement is again incorrect. This is one of ONLY FOUR places in England which show a loss without also showing a profit.

York is discredited by losses of \$16,577 on electricity and \$4,005 on tramways. In Mr. Carter's pamphlet, York is not among the places recording a loss, so that the figures above are manufactured out of whole cloth. On the contrary, York shows a profit of \$42,960, of which \$8,150 is on electric light and tramways—the very utilities on which the Halifax Tramways Co. states the city made heavy losses.

As the question at issue is the tramway, the Company might be interested to know that no less than 38 municipalities in England made profits in tramways, the largest amount being \$425,000 in Manchester.

A point conveniently ignored by the Company in its advertising campaign about electricity, is the price at which the consumer gets it. In Bournemouth a private company charged 13c for electric light, while the town of Bury charged 5½c and paid back in reduction of taxes \$5,000.

Our readers will see that the variation on figures depends upon the reliability of the Halifax Tramways Company, and Mr. James Carter, and we do not doubt that they will accept those of an impartial and reliable student, as Mr. Carter is, rather than that of a Company using every means to defeat the public.

Municipal ownership is not advocated by this JOURNAL, but we do feel it is absolutely unfair to use such methods in fighting it.

THE CANADIAN MUNICIPAL JOURNAL

OFFICIAL ORGAN
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MONTREAL, APRIL, 1913

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NOTICE TO ADVERTISERS

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13th ANNUAL CONVENTION

OF THE

UNION OF CANADIAN MUNICIPALITIES

SASKATOON, Sask.

JULY 15th, 16th and 17th, 1913

International Municipal League

An International Municipal League is in course of organization as a result of a suggestion made by Mr. W. D. Lighthall at previous Conventions of the Union of Canadian Municipalities, and finally put into a formal resolution proposed by Mr. Lighthall at the Windsor Convention last year. This resolution as recorded in the Official Report of the Convention suggested that Municipal Associations be invited by the Union of Canadian Municipalities to join in establishing an International Union League "for friendly intercourse of public advantage."

Circulars were sent out to the National Municipal League, the League of American Municipalities, the American Society of Municipal Improvements, and the Chicago School of Civics and Philanthropy, in the United States; l'Union des Associations Internationales, in Belgium; the Association of Municipal Corporations, the London County Council, and the National Association of Local Government Offices, in England; the Convention of Royal Burghs, in Scotland; the Local Government Association of New South Wales, in Australia; the Local Government Officers' Association and the Association of Municipal Corporations, in the Cape of Good Hope; the Municipal Association of New Zealand; and the Municipal Association of the Transvaal.

Replies have been received from sufficient of these to justify further steps being taken, and Mr. Clinton Rogers Woodruff, secretary of the National Municipal League, is acting as secretary pro-tem., his address being Philadelphia, Pa.

Information Wanted

Writing on the above subject, Mr. H. H. Kemp, secretary of the Mayor of Johannesburg, South Africa, says that they wish for information as to the Park and Parkway systems established by Canadian Municipalities; also information as to Civic and Publicity Associations, with the scope of their activities. This could easily be given by our readers sending in copies of such reports of these subjects as have been issued by the different municipalities. Will our readers aid Mr. Kemp—and through him the Transvaal Municipal Association, and the United Municipal Associations of South Africa? His address is P. O. Box 1049, Johannesburg, South Africa.

We feel certain that the sister Associations of Municipalities in South Africa will be delighted to reciprocate.

Valuable Opinion

A very interesting letter has been received by the Secretary of the U. C. M. from Mr. Aaron Read, Mayor of Kerrobert, Sask.

Mayor Read recalls that as Mayor of Owen Sound in 1901, he attended the inaugural meeting of the Union of Canadian Municipalities in Toronto, and afterwards served on the Executive. He says: "No person knows, except those that have watched it carefully from its inception in Toronto, what magnificent work the Union has accomplished, not only for the cities and towns, but for the Rural Municipalities."

Mayor Read says he will attend the Convention at Saskatoon, and will advise the whole Council to be there.

Government of Lethbridge, Alta.

More than one speaker recently has quoted Lethbridge, Alta., as being under Commission Government, whereas it was only adopted at the election in December last, since which time a charter has been sought from the Provincial Legislature granting the right to have this new form of civic Government.

Until this charter is in force, the old system of a Mayor and six Aldermen still remains, the Mayor giving his whole time and being paid a corresponding salary. The organization of the Civic Departments has been as follows, this having been adopted by the Council, 7th February, 1911.

Memorandum re Organization of the City Departments

1. Every Head of Department to have entire control of staff under him, and to report direct to Council.
2. Council retains the right of fixing salaries.
3. The Heads of all Departments to meet twice a week for the discussion of routine work.
4. Estimates of all new work to be laid before the Council for ratification.
5. Drafts of all new work of any nature whatsoever are to be referred to the City Solicitor for approval.
6. Tenders for material of any class of work are not to be opened unless in the presence of the Council or three Heads of Departments.
7. All supplies to be purchased by tender for the current year.
8. The Council to define work for each Department.

The Audit, Legal, Sinking Fund and Health Departments all report to the Council, while the heads of the Departments report direct to the Mayor.

In order to get the details at first hand, we have secured information from an expert correspondent in Lethbridge, who writes:—

"The vote last December was taken at the same time as an election for Mayor, Aldermen, and School Trustees; judging from the vote, the people are not as yet educated. In fact they have only had in our local papers copies of the Des Moines System thrown at them, day by day for the past two years. It is the natural inclination of the public to go against the Government.

"The Government proposed is straight Commission with all the frills—Initiative, Referendum, Recall, No qualifications for Commissioner are necessary; he need not be even a ratepayer, or on the voters list. Three men will in future govern Lethbridge, instead of seven. It is very doubtful what class of men the uneducated electors will place in these responsible positions."

As Proportional Representation is in force in Lethbridge, every elector had 1st, 2nd and 3rd choice, but as Commission Government secured 695 votes out of 1054 that were polled, it won by a straight majority.

It will be very interesting to watch the result of this experiment, the second in Canada, St. John, N. B., being the first city to adopt Commission Government.

Do not Want Civics

The Protestant Teachers of the Province of Quebec do not want Civics to be taught in the schools.

The Committee in the Course of Study report: "We are not in favour of adding 'Civics' as a subject to the Course of Study, but recommend that a suitable text book be found and authorized as a reference book in connection with the study of Canadian History."

By the way, it is interesting to note in the "Educational Record" that two Committees are to be "submerged" into one.

The Earth

Ella Wheeler Wilcox in "Everybody's Magazine"

(Poetry, too often, seems far from municipal affairs, but this poem contains the case for Housing in a way that should put it clearly before every one. It is an appeal that should be heard. *Ed.*)

I

To build a house, with Love for architect,
Ranks first and foremost in the joys of life.
And in a tiny cabin shaped for two,
The space for happiness is just as great
As in a palace. What a world were this
If each soul born received a plot of ground—
A little plot, whereon a home might rise,
And beauteous green things grow!

We give the dead,
The idle, vagrant dead, the potter's field,
Yet to the living not one inch of soil.
Nay, we take from them soil, and sun, and air,
To fashion slums and hell-holes for the race.
And to our poor we say: "Go starve and die
As beggars die; so gain your heritage."

II

That was a most uncanny dream: I thought the
wraiths of those
Long buried in the potter's field in shredded shrouds
arose;

They said: "Against the will of God
We have usurped the fertile sod.
Now will we make it yield."

Oh! but it was a gruesome sight, to see those phan-
toms toil:
Each to his own small garden bent; each spaded up
the soil
(I never knew Ghosts labored so);
Each scattered seed, and watched, till, lo!
The graves were opulent.

Then all among the fragrant greens, the silent, spec-
tral train
Walked, as if breathing in the breath of plant, and
flower and grain.

(I never knew Ghosts loved such things;
Perchance it brought back early springs
Before they thought of death.)

"The mothers' milk for living babes; the earth for
living hosts;
The clean flame for the un-souled dead." (Oh,
strange the words of Ghosts!)

"If we had owned this little spot
In life, we need not lie and rot
Here in a pauper's bed."

Segregation of Vice

Another opinion, based upon careful study, has been uttered against the fallacy of segregation as a remedy for the social evil. The Portland, Ore., Commission on Vice reports:

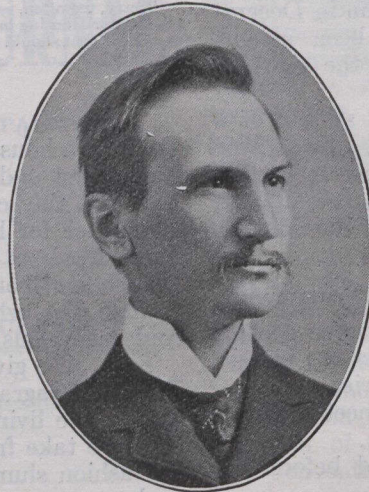
"The history of every restrictive district in the country has been the history of police and political corruption, of crime and bloodshed and scandal. Far from eliminating graft, such districts have proved the nursery of official blackmail, the central point from which the scheme of protection has reached out."

Union of Province of Quebec Municipalities



ALD. LARIVIERE
Montreal
President

Who acted as Chairman and who was elected President.



W. D. LIGHTHALL, K.C.
Hon. Sec.-Treas.
U. of Can. Municipalities

Who represented the Parent Union and helped the baby Union to start off properly.



TALBOT M. PAPINEAU
Montreal
Hon. Sec.-Treas.

Who had done the preliminary work as Secretary pro-tem. and was elected Secretary.

Canadian Advantages

In a letter under the above title in "The Public," the report of the correspondent of the reason why citizens from the United States are settling in our Western Provinces, he says the replies to his enquiry have practically been the same "Opportunities are greater: business is better; and the tax systems are better." He says:—"In Manitoba, Saskatchewan and Alberta a farmer pays no taxes on his personal property and improvements. The Alberta legislature last year wiped out all taxes on personal property and improvements, except in the cities that have special charters. Calgary taxes improvements, but the new city council will probably abolish the improvement tax, and the city does not tax personal property. Medicine Hat does not tax personal property, imposes a tax of only one or two mills on improvements, and gets its chief revenue from a land-value tax. Lethbridge does not tax personal property and will abolish improvements taxes in 1914. Edmonton taxes land values only."

"While in British Columbia I obtained the assessment and tax figures of about 75 farmers living within ten miles of the Washington line, and of 50 farmers living in Washington within 5 miles of the British Columbia line. The figures show that a Washington farmer pays from two to four times as much tax as the British Columbia farmer with the same amount of property of all kinds.

"Some of those British Columbia municipalities have had the land-value tax system for as much as twenty years, and not one has ever gone back to the old system after trying the land-value tax."

The only good government is government by intelligence—intelligence on the part of public officials regarding methods of work, and intelligence on the part of the general public relative to government acts and citizen needs."—Bureau of Municipal Research, New York.

N.B. Town Planning Act

The Town Planning Act passed by the legislature of New Brunswick this year, places wise restrictions on various phases of city and town development. A brief summary of the principal clauses is given herewith:

Any town or city council may prepare a town planning scheme, but before it is acted upon, it must be approved by the Government. Thus, all future developments in the towns and cities of the province are carried out under Government supervision; and ample provision has to be made for suitable traffic highways, proper sanitary conditions, open spaces for parks and playgrounds, the number and nature of buildings per acre, etc.

Local commissioners, appointed subject to Government approval, shall be the responsible authorities for supervising the development of new town areas. These commissioners are given important powers in order to compel conformity to the law, but private rights, when injured, must receive compensation.

It is perhaps unfortunate, that city governments require such paternalistic regulations on the part of the provincial authorities. Past experience has made it plain, however, that such regulations are, in the case of most cities, absolutely essential if cities and towns are to be developed along sane and healthful lines. It would be to the advantage of the other provinces to follow the lead of New Brunswick in this important matter. Conservation.

Publicity for Real Estate Ownership

Not a bad proposal, that of requiring city real estate to be labeled with the true owner's name. It would "run to cover" the responsible promoters of a good many abuses, and all the more if vacant lots as well as buildings were required to bear the label.—The Public.

Union ^{des} of the Municipalities ^{de la} of the Province ^{de} of Quebec

Inaugurated at Montreal, March 18th, 1913

OFFICERS EXECUTIVE

President, ALD. E. LARIVIERE, Montreal.

2nd Vice-Pres., MAYOR DROUIN, QUEBEC.

Hon. Sec.-Treas., TALBOT M. PAPINEAU, Montreal.

1st Vice-Pres., MAYOR NORMAND, Three Rivers.

3rd Vice-Pres., MAYOR H. ST. MARS, Longueuil.

EXECUTIVE COMMITTEE

MAYOR MCKERGOW., Wesmount.

MAYOR NAULT, Grand'mere.

MAYOR LALONDE, Ste. Anne de Bellevue.

MAYOR CREVIER, St. Laurent.

MAYOR HEBERT, Sherbrooke.

MAYOR PAPINEAU, St. Johns.

MAYOR DUPUIS, Hull.

MAYOR CARREAU, Thetford Mines.

ALD. BOYD, Montreal.

MAYOR PAYAN, St. Hyacinthe.

MAYOR DANSEREAU, Grenville.

MAYOR LAFONTAINE, Pointe de Gatineau.

MAYOR BOUCHARD, Chambly Canton.

MAYOR BELANGER, St. Thomas.

MAYOR DUBE, Ville Marie.

The Province of Quebec has now a Union of Municipalities of its own, in affiliation with the Federal Union, for, as was explained in the last issue, up to now it has been taken care of by the head office of the Federal Union.

The inaugural meeting was held in the Council Chamber of the City Hall, Montreal, March 18th, and at it was a good representation of delegates from many municipalities.

The Convention was called to order by Mr. W. D. Lighthall, Hon. Sec. Tres. of the Union of Canadian Municipalities, who suggested that Mayor Lavallee, of Montreal, take the chair.

Mayor Lavallee welcomed the delegates congratulating them upon the progressiveness of their action and pointed out by united action could they hope to resist the appeals of that only powerful private corporations for special legislation which infringed upon municipal rights. He regretted his inability to remain for the meeting, but wished them every success.

Ald. E. Lariviere was elected chairman and called upon Mr. Papineau, who had been acting a secretary pro-tem. to read the circular calling the meeting.

Moved by Mayor Dube, Ville-Marie, and seconded by Mayor St. Mars, Longueuil:

"That the Municipalities of the Province of Quebec here represented by their delegates, are of opinion that a Union of the Municipalities of the Province of Quebec should be immediately organized, and that a Constitution should be adopted by the Convention." Carried.

Proposed by Mayor Nault, Grand'Mere, and seconded by Com. Leduc, Longueuil:

"That the Sec.-Treas. be authorized to send a circular letter to all the municipalities of the Province of Quebec notifying them of this Union, and inviting them for the greater good of all municipalities to declare their wish to join the Union; that at the same time, the Sec.-Treas. request them to send him any suggestions which might assist the accomplishment of the objects of this Union, and in particular to inform him of all measures, laws or abuses which they may consider it advisable to

La province de Québec, qui, comme nous l'avons expliqué dans le dernier numéro, a dépendu jusqu'ici de l'exécutif de l'Union fédérale, a maintenant sa propre Union des Municipalités, affiliée à l'Union fédérale.

La première réunion eut lieu dans la salle du conseil de l'hôtel de ville de Montréal le 18 mars, et un grand nombre de municipalités y étaient représentées.

M. W. D. Lighthall, sec.-trés. hon. de l'Union des Municipalités Canadiennes, ouvrit la convention et pria le maire Lavallée, de Montréal, d'occuper le fauteuil présidentiel.

M. le maire Lavallée souhaita la bienvenue aux délégués, les félicitant de leur esprit de progrès, et démontra que ce n'est que par une action conjointe que l'on pouvait espérer résister aux efforts des puissantes corporations particulières qui demandent des lois spéciales enfreignant les droits des municipalités. Il exprima le regret de ne pouvoir rester à l'assemblée, mais leur souhaita plein succès.

M. l'échevin Larivière fut élu président et pria M. Papineau, qui avait rempli les fonctions de secrétaire intérimaire, de donner lecture de la circulaire convoquant l'assemblée.

Il est proposé par M. le maire Dubé, de Ville-Marie, et appuyé par M. le maire St-Mars, de Longueuil:

"Que les municipalités de la Province de Québec ici représentées par leurs délégués sont d'accord qu'on devrait organiser immédiatement l'Union des Municipalités de la Province de Québec et qu'une Constitution devrait être adoptée par cette Convention."

Il est proposé par M. le maire Nault, de Grand'Mère, et appuyé par M. le com. Leduc, de Longueuil:

"Que le Secrétaire-Trésorier soit autorisé à envoyer une lettre circulaire à toutes les municipalités de la Province de Québec les avertissant de l'organisation de cette Union et les invitant pour le plus grand bien des municipalités de signaler leur désir de se joindre à l'Union. Qu'en même temps le secrétaire-trésorier leur demande de lui faire parvenir toutes suggestions tendant à aider l'accomplissement des buts de cette Union et en particulier de l'informer de toutes mesures, lois ou

have changed or improved; and also that he should inform the said municipalities of the annual fees for membership." Carried.

Mr. Lighthall said he would like to have an expression of the opinion of the meeting as to the advisability of constructing a High Road between Quebec and Montreal, and between other points in the Province.

Town Clerk Morrisset, Thetford Mines, said that Richmond wanted to be on the proposed road between Quebec and Montreal, and had suggested that each municipality on the route should contribute \$1,000 for each mile within its territory.

Mayor Normand, Three Rivers, said every municipality on the route was in favour of the road which would be of value to commercial and agricultural interest.

Mayor Lafontaine, Pointe Gatineau, suggested that legislation be obtained to protect the small municipalities against the number of liquor licenses. His village had as many as much larger places.

Mayor Normand, Three Rivers, endorsed this.

It was decided to bring the question up at the next General Meeting.

Mayor Dube, Ville Marie, moved:

"That in all municipalities, streets and lanes should be under the absolute control of the municipal authorities; that no company, electric or other, be allowed to encroach upon them without special consent given by by-law of the Municipal Council; and that a demand be made to the Legislature that all existing privileges to the contrary be abolished."

This matter was considered so important that the Resolution was left to be dealt with at the General Meeting.

The "Canadian Municipal Journal" was unanimously adopted as the Official Organ of the Union, on the motion of Mayor Dube, Ville Marie, seconded by City Treasurer Bell, Westmount.

Moved by Mayor Normand, Three Rivers, and seconded by Com. Deserres, Cartierville:

"That the first Convention and General Annual Meeting should be held in Montreal, and that all the Municipalities of the Province should be invited to be represented." Carried.

Votes of thanks to Mayor Lavallee for his assistance; to Ald. Lariviere for presiding; and to Mr. Lighthall for his counsel and assistance were carried with applause.

The Constitution was adopted as given on another page, and the officers were elected as given in the heading.

abus qu'ils pourraient désirer faire changer ou améliorer; et qu'aussi il devrait notifier les dites municipalités de la cotisation annuelle."

M. Lighthall dit qu'il aimerait connaître l'opinion de l'assemblée sur l'opportunité de construire une grande route entre Québec et Montréal, et entre autres localités dans la province.

M. Morrisset, secrétaire municipal de Thetford Mines, dit que Richmond voudrait être sur le chemin proposé entre Québec et Montréal, et suggérait que chaque municipalité se trouvant sur le parcours payât \$1,000 par mille dans son territoire.

M. le maire Normand, de Trois-Rivières, dit que les municipalités sur le parcours sont favorables à la route, qui serait profitable au commerce et à l'agriculture.

M. le maire Lafontaine, de Pointe-Gatineau, suggéra que l'on demande l'adoption d'une loi pour protéger les petites municipalités contre le nombre des permis pour la vente des liqueurs. Son village en a autant que des municipalités plus considérables.

M. le maire Normand, de Trois-Rivières, parla dans le même sens.

Il fut résolu de soumettre la question à la prochaine assemblée générale.

M. le maire Dubé, Ville-Marie, proposa:

"Que dans toutes les municipalités, les rues et ruelles devront être sous le contrôle absolu des autorités municipales; qu'aucune compagnie électrique ou autre ne puisse empiéter là-dessus sans un consentement spécial donné par règlement du conseil municipal et que demande soit faite à la législature d'abolir tout privilège contraire à cette résolution."

Cette question fut considérée d'une importance telle qu'on laissa à l'assemblée générale le soin de disposer de cette résolution.

Le "Canadian Municipal Journal" fut unanimement adopté comme organe officiel de l'Union, sur proposition du maire Dubé, de Ville-Marie, appuyé par le trésorier Bell, de Westmount.

Il est proposé par M. le maire Normand, de Trois-Rivières, et appuyé par le com. Deserres, de Cartierville:

"Que la première Convention ou Assemblée Générale Annuelle soit tenue à Montréal et que toutes les municipalités de Québec soient invitées d'y être représentées."

On vote, au milieu des applaudissements, des remerciements à M. le maire Lavallée pour l'assistance qu'il a prêtée, à M. l'échevin Larivière pour avoir bien voulu présider et à M. Lighthall pour ses bons offices.

La constitution, telle que donnée dans une autre page, est adoptée, et les officiers furent élus comme il est dit dans l'en-tête.

CONSTITUTION
OF THE
UNION OF MUNICIPALITIES
OF THE
PROVINCE OF QUEBEC

NAME

The name will be Union of Municipalities of the Province of Quebec.

MEMBERS

The members of the Union will be composed of all the municipalities of the Province of Quebec, which express their wish to belong to the Union.

CONSTITUTION
DE
L'UNION DES MUNICIPALITES
DE LA
PROVINCE DE QUEBEC

NOM.

Le nom sera l'Union des Municipalités de la Province de Québec.

MEMBRES.

Les membres de l'Union se composeront de toutes les municipalités de la Province de Québec qui signifieront leur désir de se joindre à l'Union.

OBJECTS.

The objects of the Union will be the following:—

First.—Co-operation of the municipalities of Quebec in all questions concerning municipal administration.

Second.—The direction and improvement of provincial legislation with respect to municipal matters, the improvement of municipal government and generally the encouragement of all matters of interest to the municipality.

Third.—The organization of an annual convention for the purpose of discussing the above matters.

Fourth.—The procuring of united action to protect individual municipalities and municipal interests in general against encroachment by legislation or otherwise of the great corporations.

FEES.

The annual fee will be according to the following scale:—

Parishes, villages and towns of a population of 5,000 or less—\$5.00. Towns and cities of a population of over 5,000 but not more than 10,000—\$10.00. Towns and cities of a population of over 10,000—\$1.00 for each 1,000 of population.

OFFICERS.

The officers of the Union shall be a President, a First Vice-President, a Second Vice-President, a Third Vice-President and a Secretary-Treasurer to be elected at the Annual General Meeting.

EXECUTIVE COMMITTEE.

The Executive Committee shall be composed of the officers of the Union.

BOARD OF CONTROL.

The Board of Control shall be composed of the officers of the Union and of fifteen representatives elected at the General Annual Meeting, five of whom shall represent rural municipalities.

MEETINGS OF EXECUTIVE COMMITTEE AND BOARD OF CONTROL

The President may call a meeting either of the Executive Committee or of the Board of Control whenever he may consider it necessary or at the request of at least three members of the Board of Control.

QUORUM.

The Quorum of the Board of Control shall be at least five members. The quorum of the Annual General Meeting shall be at least fifteen members.

REPRESENTATION.

Each municipality shall have the right to send such representatives as its council may annually appoint, but such representatives must be officers or members of the Council of the Municipality. The votes at the convention may be taken by raising the hand unless any members should request the vote to be taken by membership, in which case each member by its representative or representatives shall be entitled to only one vote. Officers of the Union shall also have the right of voting at the General Annual Meetings.

GENERAL ANNUAL MEETING.

The General Annual Meeting shall be held at a place determined upon at the preceding general annual meeting, and at a date to be determined by the Executive Committee.

SPECIAL MEETINGS.

The Executive Committee may call Special Meetings of the Union whenever it is required to pass some important resolutions.

CO-OPERATION.

The Executive Committee may make such arrangements as it may consider advisable for the co-operation or affiliation of the Union with the Union of Canadian Municipalities or any other Union or Association.

BUTS.

Les buts de l'Union seront les suivants:—

Premièrement.—La coopération des Municipalités de Québec dans toutes les questions touchant à l'administration municipale.

Deuxièmement.—En particulier la conduite et l'amélioration de la législation provinciale sur les affaires principales, l'amélioration du gouvernement municipal, et généralement l'encouragement de tout ce qui intéresse la municipalité.

Troisièmement.—L'organisation d'une Convention annuelle pour discuter les choses ci-dessus mentionnées.

Quatrièmement.—De procurer une action réunie pour protéger les municipalités individuelles et les intérêts municipaux en général contre les usurpations législatives et autrement des grandes corporations.

COTISATIONS.

Les cotisations se feront d'après l'échelle suivante:—

Paroisses, villages et villes jusqu'à 5,000 âmes de population—\$5.00; villes et cités de plus de 5,000 âmes jusqu'à 10,000 âmes—\$10.00. Villes et cités de plus de 10,000 âmes de population—\$1.00 par chaque mille de population.

OFFICIERS.

Les officiers de l'Union seront un président, un premier vice-président, un second vice-président, un troisième vice-président et un secrétaire-trésorier.

COMITÉ EXÉCUTIF

Le comité exécutif se composera du président, des vice-présidents et du secrétaire-trésorier.

BUREAU DE DIRECTION.

Le bureau de Direction se composera des officiers de l'Union et de quinze représentants élus à l'Assemblée Générale Annuelle.

ASSEMBLÉES DU COMITÉ EXÉCUTIF ET DU BUREAU DE DIRECTION.

Le président pourra convoquer une assemblée soit du Comité Exécutif soit du Bureau de Direction quand il le croira nécessaire ou sur demande d'au moins trois membres du Bureau de Direction.

QUORUM.

Le quorum du Bureau de Direction sera d'au moins cinq membres.

Le quorum de l'Assemblée Générale Annuelle sera d'au moins quinze membres.

REPRÉSENTATION.

Chaque municipalité aura le droit d'envoyer tels représentants que son conseil aura annuellement nommé, mais ces représentants devront être officiers ou membres du conseil de la municipalité. Les votes en convention peuvent être signifiés en levant la main à moins qu'un membre ne demande le vote par membre; en ce cas chaque membre par son représentant ou représentants n'aura droit qu'à un seul vote. Les officiers auront le droit de vote aux assemblées annuelles.

ASSEMBLÉE GÉNÉRALE ANNUELLE.

L'Assemblée Générale Annuelle sera tenue à une place déterminée et convenue à la convention annuelle précédente et à la date déterminée par le Comité Exécutif.

ASSEMBLÉES SPÉCIALES.

L'Exécutif peut faire convoquer des assemblées spéciales lorsqu'il y en a nécessité pour faire passer des résolutions importantes.

COOPÉRATION.

Le Comité Exécutif peut faire des arrangements tels qu'il croira avantageux pour la coopération ou l'affiliation de l'Union avec l'Union des Municipalités Canadiennes ou avec toute autre union ou association.

Union of Nova Scotia Municipalities

President, Mayor A. D. GUNN, Sydney

Sec. Treas., ARTHUR ROBERTS, Town Solicitor, Bridgeport

Seventh Annual Convention

Official Report

(Concluded)

A paper was read on

Origin of Municipal Institutions

Ald. R. V. Harris, Halifax, N.S.

Municipal institutions date back to the time of our forefathers in what is now Germany, when the freemen clustered round a moot-hill or sacred tree, to consider its industry and frame its laws, while the ownership of land was passed from man to man, and disputes settled by the head men or aldermen of the community. This primitive society existed at 450, and was then transplanted to Britain. From this early date comes the word "Reeve," which meant a steward, prefect, agent or bailiff; a "manor reeve" was a steward set over his tenants by the lord of a manor. Today, foremen in Scottish coal mines are called "Reeves," and in the Eastern Counties of England "fen reeves" are in charge of the marshes. In Ontario, a "Reeve" corresponds to a "Warden" in this Province.

"Alderman" comes from the Saxon "eald," old.

All the inhabitants of the villages in later days were tenants of the King, or lord of the manor, and had little need of united action; but gradually the men in different trades united and formed "guilds;" these chose a head whom they called "Mayor," and London was the first city to have a "Mayor."

It was only in the fifteenth century that towns began to receive charters of incorporation, while only as late as 1835 was municipal government in Great Britain made uniform and codified, the various acts being consolidated in 1832. Councillors are elected for six years, one-half going out every three years. The Councillors elect the Aldermen and they together elect the Mayor yearly from among themselves. The City of London is not included under the municipal Act and here the old guilds still retain their power.

A paper was read by Mr. Franklyn H. Wentworth, Secretary of the National Fire Protective Association, on

Fire Fighting and Fire Protection

The protest against the fire tax shows that it is generally considered as too high, but insurance rates are dependent upon fire losses, and investigations in the States have shown this conclusively. The fire waste is a tax, and a heavy one, on the whole nation. In the States, \$25,000,000 is burned up every year, or \$30,000 an hour, and this is paid for by everyone who insures.

And the losses are caused largely by unsuitable buildings, especially the thin window glass which allows of fires spreading. Automatic sprinklers, too, are good preventives. Shingle roofs should be prohibited for the future. But careful habits are a very vital factor in preventing fires.

While fire fighting apparatus is necessary and helpful, an official inspection of buildings will aid in preventing fires.

The President named, as a Nominating Committee, Ald. R. V. Harris, Mr. Arthur Roberts, Warden J. W.

Mackay, County Clerk Curry, Mr. Dennison, and Commissioner Henson.

A paper was read by Mayor Stuart, Truro

The Evil of the Cement and other Mergers

Much has been said and written about the evils of the mergers, but the last word has not been spoken on what is one of the main causes of the great increase in the cost of living. The Cement Merger affects everyone who uses cement in any of the many ways where it is necessary today, and there are few who do not feel the "Aitkin Pinch." There are in Canada combines capitalized at \$336,000,000, of which \$213,000,000 is watered stock. This means that dividends have been and are being still collected for shares which represent no money at all.

One merger nearer to us, is the Brick Merger, by which the price of bricks have been advanced 17 per cent. and the output has been curtailed, and thus the building trade hampered; it is estimated that the loss to this Province every year is \$100,000.

The only remedy is an aroused public opinion, and this Union could be helpful in protecting the people.

The paper was referred to the incoming Executive Committee.

The paper of Mr. F. W. W. Doane, on Street Cleansing and Refuse Disposal, has been published in the Engineering Department.

Resolutions

"That Section 4 of the Constitution be and is here amended by striking out the words "more than fifty dollars nor." Carried.

"That this Union renews its request for the appointment of a commission by the Government to enquire into the system of municipal assessment and taxation with a view to improving same, and this Union respectfully requests the privilege of conferring with the Government as to the personnel of such commission." Carried.

"That this Convention would request the Department of Industries and Immigration to summon a conference of all authorities interested in the development of the tourist traffic with a view to formulating a comprehensive policy on the subject." Carried.

"That the Secretary be paid one hundred and fifty (\$150.00) dollars a year in addition to what he has already been granted." Left to the Executive.

"Whereas, The establishment of sanitariums appears to be one of the best methods of coping with the ravages of Tuberculosis;

"Therefore be it resolved, That this Union of Nova Scotia Municipalities urge upon the Provincial Government that four such institutions be established in the province, one for the Island of Cape Breton, one for the eastern counties, one for Halifax and another for the western part of the province.

"And be it further resolved, That the Government of the Province of Nova Scotia furnish the necessary funds for the obtaining of the necessary land and the erection of the buildings thereon; the cost to be paid by the various counties in proportion to their respective assessments, in annual payments extending over a period of thirty years." This was referred to the Executive Committee, to confer with other Societies, and to bring before the Government.

"Whereas, A resolution was brought before this

Union last year for certain amendments in the 'Game Laws' of the province;

"And whereas, This Union did not think it advisable to support said resolution;

"And whereas, Shelburne, being a small municipality largely covered by forests, and used as a hunting ground for very many persons outside of the municipality;

"And whereas, In the past convictions have been secured for violations of said Act and punishment imposed by imprisonment, adding to the assessment of the municipality;

"And whereas, The 'Game Society' or Government receive all fines when paid and the proceeds of sale of licenses, etc.;

"Therefore resolved, That this Union of Municipalities urge such legislation for the 'Game Society' or Government to bear all expenses of suits and imprisonments under said Act."

It was resolved that this be considered this day six months.

"That the thanks of this Union be tendered the Local Government for the great assistance they have given this Union in bearing the expense of printing the proceedings of our conventions." Carried.

"That the Executive be requested to prepare and submit to the Government of Nova Scotia at its next session of the Legislature such draft legislation as it may deem desirable for the establishment in each town, city and municipality in the province of a fire prevention board, fully empowered to make and enforce its regulations." Carried.

"That this Convention desires most urgently to impress upon the municipalities of Nova Scotia the vital importance of ultimately using only standard hose couplings and hydrant fittings in connection with their fire departments, and, as a preliminary step, the use of standard coupling adapters." Carried.

In reply to an enquiry, City Engineer Doane said: "Seven and a half threads to the inch was the standard"

"That we recommend that the Act be changed so that no judge will have the power to send Militia in against the wish of town authorities without appearing before an impartial board of inquiry and that the delegates to the Convention of the Union of Canadian Municipalities be instructed to bring the matter before that Convention." Carried.

The papers of Mr. Arthur Roberts—"Provincial Public Offices: Inspection and Reform"—and by President MacMillan—"The Public Health Act"—were referred to the Executive Committee for action.

It was decided to hold the next Convention in Bridgewater.

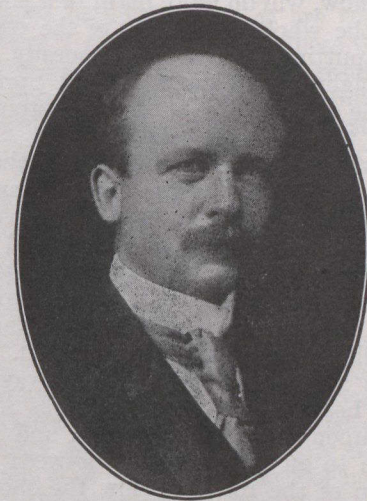
The retiring President was made an Honorary Member of the Union.

The thanks of the Convention were passed to Mayor MacIsaacs and Warden MacMillan and the Town and County for their hospitality.

Paris to be Improved

The City of Paris, not content to rest on her laurels, is about to spend \$20,000,000 on beautifying the city still further. It is proposed to purchase the military circle and turn it into boulevards. A great change has already been made by replacing the venerable stone Pont Notre Dame by an iron bridge of the cantilever type. This has been done, not because the old bridge, which was completed in 1572, is in bad repair, but to allow more room for the steamers to pass under it.

ROADS IN ONTARIO



W. A. McLean, Esq., C. E.

Chief Engineer of Highways, Ontario

Few realize the extent of roads built in Ontario under the Highways Act. They are scattered in every county, some in small sections, which, as a rule, are being joined up. The roadways constructed under the County Road plan last year aggregated 240 miles. If we keep improving in the future as in the past, the prospects are very favourable for a good system of highways throughout Ontario.

During the past few years, the cost of highway construction in Ontario has greatly increased. Highway construction is not made up of the cost of material in the pit, of stone in the quarries, nor by the cost of machinery, but rather by the cost of grading and drainage, of operating machinery, of getting material out of the pit and out of the quarry, crushing and preparing it for the roads and putting it in place. That means that the principal cost of road construction goes into wages of men and teams. Ten years ago, the cost of labor was \$1.25 for men, and teams could be had for \$3.50 per day. This year, some men were being paid \$3.00 a day, and teams \$6.00 a day, with a fair average over Ontario of \$2.50 day for men and \$4.50 and \$5.00 for teams, which means that the cost of road construction is practically twice as much to-day as it was ten years ago.

To meet the situation, we shall have to dispense, as far as possible, with horses and manual labour, and turn our attention to road building through the use of machinery. But, to built roads with economy by the use of machinery we must keep the machinery steadily employed, otherwise interest and depreciation will be too great, and will eat up the profit. In order to keep machinery employed we will have to make road construction "a man's job." We must stop the annual patching of roads by men and teams, and expand the County Road plan; not to build roads in short, scattered sections, but rather in long stretches, making "a man's job" of the work.

Last season one of the striking features of the year was the heavy rainfall, and on all sides roads were badly worn. Where roads went to pieces, under the influence of last season's heavy rainfall, it means, largely, a lack of drainage and that sufficient precaution had not been taken to put a proper crown on the road, to open ditches, and to put in culverts where they ought to be. We have got to drain in Ontario, not for the ordinary summer weather, but for the heavy rainfalls which come periodically; and for the Spring time. The Spring

time in Ontario, with the coming out of frost and melting of snow, will do more harm to a poorly drained road than the whole of the rest of the year combined, and that is putting the case very honestly. We should drain the highways to carry off the Spring freshets and keep the sub-soil dry, so that the stone will not be driven into the soft soil below.

My experience is that counties and their engineers are anxious to do good work; they are anxious to co-operate with the Province; and whenever we offer suggestions they are happy to accept and follow them up; and I hope that with the experience we have had in the past, we shall each year see an improved type of highway construction throughout Ontario, in which drainage will be more carefully provided.

We have a standard type of roadway in Ontario. The width between the shoulders is 24 ft., the crown depending upon the width of stone, and varying from half-an-inch to an inch per foot between the shoulder and the top of the road. Below the shoulders, there should be 18 inches or two feet of drainage. The stone in the centre should depend upon the traffic over the road, ranging from 8 to 16 feet wide.

Some years ago there were prophets who foretold the time when the horseless carriage would arrive, and we dreamed of it as possible only in Paradise. But the automobile has come, and we have not yet found the Paradise. Within the next ten years the automobile, or the principle of it, applied to country transportation will be found to be one of the most useful implements, one of the best friends the farmers of this country have yet had. I realize fully the present inconvenience of of the situation, but with a view to the future, believe that County Councils should build throughly good Macadam and gravel roads.

Everybody wants good roads, but few want to pay for them. They do not want to pay for them with half the zeal with which they ask for them. It is extremely important in entering upon any scheme of construction to have an equitable system of distributing the cost. The people in the country will not object to pay a reasonable price for good roads if the cost is equitably placed upon those who should pay for them. My experience is that while the people at the commencement are often opposed to goods roads, when they begin to see results, they say "That is the road we want, and we will pay what it should cost."

The increase in the price of property along highways which have been recently constructed, indicates the real service good roads are to a country. We talk about the service good roads do socially, commercially and otherwise; but getting to practical dollars and cents, we find that property along good roads is increased to the extent of \$500 to \$2,000 for each one hundred acre farm. Increase in the value of property is a pretty good indication of the service these roads are to the people of the country. Just think what that means. Every one hundred acre farm is increased in value to the extend of \$500 to \$2,000. With eight farms fronting on each mile of highway, it means an increase of from \$4,000 to \$16,000 per mile of road. With that increase property can pretty fairly be assessed for the cost of a great portion of the roads. When you take from that cost the proportion the Province is paying under the Highway Improvement Act, it looks like a pretty good proposal for any part of the country to construct good roads.

It is often said that the people who are receiving the greatest service from the road, and whose property is chiefly increased in value, should pay a larger amount. That is true, and to give fair play it seems that the

assessor should increase the assessment of the property along the improved highway.

The question of a frontage, or area tax, is also spoken of. I believe that to be fair also; especially in cases where the increased value of property adjoining those roads will be very great. For instance, in proposing the construction of a main highway between Toronto and Hamilton, the people along that highway have said "If you will construct it, we will pay an annual frontage tax of one and a half cents per foot for thirty years." That is strong proof that those people believe the increased value of their property to be such that they can pay a frontage tax to get the road. The people on that highway have consented to the plan, and it indicates that the principle, if extended and made applicable to certain other of the most important highways, could be serviceable and acceptable, and would help to create the fund necessary to construct good roads.

It is also argued, and very properly so, that the automobile should be specially taxed. I will not go into the question of the destruction of the roads from the use of automobiles. They unquestionably do considerable injury to the highways, especially heavy cars which travel at high speed over stone roads. But it is a notable fact that the automobile owners have consented to pay such a tax; which will no doubt be imposed.

It is said also that the consumer should pay, which is absolutely true. The people of the towns should help to pay for main roads. What are they doing in Ontario at the present time? The townships, we will say, pay two-thirds of the cost. They receive one-third from the Province. Now the population of the towns and their assessment throughout Ontario is practically equal to the population and assessment of the townships; therefore, I take it that the people of the towns and cities are paying one-half of that one-third, or one-sixth of the cost of the good roads constructed under the Highway Act at the present time. One-sixth, I think you will agree with me, is not sufficient. There should be an increase. Just what that should be I will not discuss now, but it will have to come eventually.

The Highway Improvement Act has been before the people of Ontario for some time. For over ten years, counties have been offered one-third of the cost of constructing main roads, and all of them have not yet jumped at the chance. I do not know just why they have not.

The Highway Act is extremely simple in its operation. The county is empowered to take over and maintain the main roads of the county, highways used by the people of that county, and serving the market requirements of the people of the county. They appoint their own Superintendent or Engineer to direct construction for the county council. At the end of the season they send us their statement of expenditure and we pay them one-third of it. Up to the present time we have not had any serious trouble with any county. Sometimes they say we are a little slow, but we get there just the same, and they always feel sure of their cheque. The County Council controls these main highways in the same way as a Township Council would manage their roads. By concentrating our efforts and energies on a special system of highways, we follow a principle that is absolutely essential in any similar form of organization. In any line of construction you must concentrate sufficient energy on a fixed object to accomplish that object; to complete it and then go on to the next.

Organization is the key-stone of the situation. If

your organization is as it should be, everything else will take care of itself. All the people of Ontario will not have to be experts in highway construction, nor will every County councillor be an expert in road building. They will select a Superintendent, or Engineer, to act for them, and he will become the expert in this line of construction. The Superintendent should practically take the place, with the County Council, of a contractor. He should be the type of man who would be a successful contractor. One of the important duties of a County Council is to select as their Superintendent a man who will have that degree of individuality which will make him stand out as the head of their county road system, and to whom every foreman and other employee on it will look with respect. That, I believe, is being accomplished throughout Ontario today. The County Councils are looking for the best type of man to occupy this extremely important position.

Another important part of the organization is the foremen. Part of the qualification of the Superintendent should be that he is able to select and get to work for him, and with him, good and capable foremen. What is a foreman? The work 'foreman' explains itself. It means the first man; the head man on the work, carrying out the instructions which have been given to him, and whose special duty it is to get the men, the teams and machinery to give fair and honest service on the road. Between the superintendent and the foremen, you have the essential features of an organization, and too much care cannot be taken in the selection of these men.

When you have selected the Superintendent (to take the place of a contractor), you must give him corresponding authority, otherwise you cannot hold him responsible. You cannot tie a man's hands and accuse him because he does not work. The superintendent must, according to the measure of responsibility placed upon him, have an equal degree of authority in handling the organization that he is expected to control.

A part of your organization, and an extremely important part, is to plan.

When you undertake to build highways you must plan ahead; and get the plans perfected as far in advance as you possibly can. It is part of the duty of the Superintendent to plan his work; and every foreman should be the first man on the job, with the day's operations well planned. Not only should the Superintendent plan for carrying out the construction, but the foreman should come to his work each day with a clear understanding of what he is going to do. These are some of the features of the organization that we should try to build up. In planning our work we should plan adequately, and be able to accomplish what you have in view.

I am sometimes asked if it would not be well to construct roads by contract instead of under the County Road Superintendent and his foremen. In road construction, in my experience, in order to get as good results from a contractor as from your own foreman, you must spend too much on surveys and engineering supervision to get the contractor to carry out the work. Specifications must be so complete that they frighten the contractor and increase the amount of his tender. The Contractor's risk is also greater than that of the municipality. I have seen sections where contract work had been carried out very close to day work, and going over those two sections, we could point out the parts which had been built under the County Superintendent and those under the contractor. The time is approaching when, I believe, we can construct highways by contract, but for the simpler class of work, the best and cheapest

results will come through carrying out the work under the Superintendent and foreman. When we come to make Provincial highways such as are constructed as State Highways, I can understand where the plant of the contractor can achieve excellent results, and his organization can be made of good use. But, up to that stage, I believe that the best and cheapest results can be obtained by doing the work under your own Superintendent.

The construction of the County Roads in Ontario does not end with the construction of main arteries. One of its objects is to free the Township Municipalities from the annual cost of maintaining their trunk roads. As I have intimated before, roads must be constructed and maintained for the traffic over them. I was talking not long ago to an officer of the Roads Association who has had a great deal of municipal experience. He instanced a road leading into Yonge Street gravelled about ten years ago. They made only a fairly good road of it, since that time very little had been spent on it, but it was always good; whereas Yonge Street, into which it fed had received \$2,000 every year to keep it in but an inferior degree of repair. That is an extreme illustration; but it is the fact that in every township, if you have not good main roads at the present time, as soon as a good road is constructed, it becomes a main highway, it draws the heavier traffic from other roads. From this cause townships can construct an inferior type of highway for branches from the main road, which will serve equally as well the traffic over them. My view is that every road in Ontario, travelled to any extent, should receive a due degree of care, and by proper organization in our Townships, this can be done.

To get a system established in the Townships, there are some essential steps. One is that you place your system on a cash basis. Collect what you require as a special levy on the assessment of the township, what your people can afford. When that sum is a sufficient amount, say \$3,000 or \$4,000, you should have a foreman appointed under the township council to take charge of the expenditure. By starting early in the year, he can, with the grading machine, grade the roads at the time of the year when earth is in a suitable state to be handled. We often see grading in progress on clay roads when they are as hard as bricks. That is a mistake. Road construction should go on at the time of year that is most suitable. The foreman should be out early in the Spring as soon as the soil is fit, to do all the grading that is required for the year. By using the log-drag on the roads after grading for maintenance you do not have to repeat the grading operation and it becomes permanent. But the log-drag is useful only as you make it part of a system, and the organization of that system ought to be the duty of the Township foreman. After the grading of the year is done, when the streams are low and the ditches are dry, that is the time for him to build the bridges and culverts. Graveling, if there is gravel in the township, can be let by contract, and carried in when the grading is finished. In the fall, drainage should be completed. By employing a permanent foreman, you create in him an experienced employee who will be able to bring that skill to play upon your highways such as other countries have found necessary.

Chief Constables' Association of Canada

The Annual Convention will be held at Halifax, N.S., not at St. John, N.B., as originally arranged, on June 25th, 26th and 27th.

Full details can be obtained from the Hon. Sec. Treas. Deputy Chief Constable Wm. Stark, Toronto.

The New Municipal Office Building, New York

H. WISELY BRAGG.

The rapid growth and addition of boroughs to Greater New York increased the population of that city and also the administration, so that for many years the Old City Hall has been inadequate for the demands. For some years a project of erecting a Municipal office building had been discussed, and as a result many plans were advanced, one especially interesting, which was submitted by the Commissioner of Bridges, to restore City Hall Park to its original condition and remove all buildings except the City Hall, and to construct a group of county and municipal buildings on adjoining property. While the plan was generally favoured, its complete execution was thought to be so costly as to be impracticable.

The plan finally adopted was for the construction of a huge Municipal office building occupying the site between Centre Street and Park Row, and between Tyrone Row and Duane Street, covering an area of 92,676 square feet and having a height of twenty-five stories for the main building, and forty stories, including the tower, built of grey granite.

An unusual feature is the use which the street level will be put to, which will be a public "concourse" or thoroughfare. But what is still more unusual, in view of the character of the building and its enormous height, is the fact that the basement will mainly be a large station for Rapid Transit Subways now under construction. The original plan called for a four-track subway station, which on the recommendation of the Public Service Commission will be increased to a six-track station. As this suggestion was approved, additional property was purchased for a station far larger than the actual property occupied by the Municipal Office Building.

Thus at the present time, practically all the basement is used for a station. The mechanical plant is placed under the sidewalk on the easterly side of the building, and the connection between the boilers and the stack, which is on the south-west corner (the nearest one on the photograph), is through a mezzanine floor in the underground station.

Undoubtedly, among the numerous difficulties encountered in erecting this enormous edifice, that of securing a sure foundation was the most difficult. In the original plan it was contemplated to place the foundations on sand carried to a depth of 28 ft. below mean high water built to carry a minimum load of 8 tons per square foot; but the wisdom of erecting so important building on a sand foundation was questioned, and as another building, the Criminal Court Building, on a similar foundation, in the same district showed signs of failure, it was decided to modify the plans and carry the foundations down to solid rock, which was believed after several tests had been made, to be about one hundred feet below mean high water, or within practicable limits where pneumatic work could be carried on.

Bids already received under the first plan were therefore rejected, and new contracts made for carrying foundations to bed rock. Work was commenced on the caissons at the southerly end of the site and the Foundation Company, who secured the contract, made a number of additional borings to determine with more accuracy the precise depth of the underlying rock. Through these borings it was discovered that the rock fell rapidly away, so that at the northerly end of the building it was about 178 feet below mean

high tide, or far below the depth where men could work by the aid of pneumatic air, and that which had been taken for solid rock proved only to be large boulders.

This presented a very serious problem, which, for a time, seemed insuperable, for it was impossible to reach a solid foundation for the northern section of the building. However, after very many important consultations, it was decided that the plans should be again modified by so enlarging the caissons so as to reduce the load of 15 tons per square foot to 6 tons per square foot, at a depth of 40 ft. below mean high water, or seventy feet below the street level, being some twelve feet lower than contemplated in the original plans, a depth which it was believed would be well below any subway construction.

To place two-thirds of an important building of this kind on rock foundation and the remaining portion on sand, seemed at first a somewhat startling suggestion, but after careful consideration, it was believed to be entirely prudent, and the wisest course to pursue under the circumstances. It is interesting to note that the foundations alone cost the sum of \$1,351,400.

In such an enormous building there necessarily must be a net work of pipes for plumbing and heating purposes, and it is interesting to note that in this case the usual custom of placing them beneath the surface is not followed, but that they are placed entirely on the fourth floor. It will be noticed in the photograph that there are no windows on the fourth floor, but merely openings. Also the fact that the smoke stack is entirely enclosed, is a decided feature of improvement to the building.

No money has been spared in building a thoroughly well-constructed edifice, but there is no attempt at ornate design in the interior finish, the idea being for Municipal offices, hence it corresponds with that of a good office building constructed of fireproof material, concrete floors, trimmings of steel, the exterior being of grey granite.

The contract price for the larger items is as follows:

Foundations.....	\$1,351,400
Steel frame and extension finish, with rough plumbing.....	5,895,000
Partitions and interior finish.....	3,058,100
Elevator Equipment.....	465,400
	<hr/>
	\$10,769,900

This important work is under the Board of Estimate and Apportionment of the City, of which Mr. Nelson P. Lewis is Chief Engineer, whose work in connection with the improvements of Greater New York is watched with considerable interest all over the world.

In Canada there are some admirers and advocates of sky scrapers and there are also those who believe in the equal division of light and air to all. But it is only logical before making any decision to consider the extraordinary situation in New York, for from this centre the idea finds most favour. Due to a lack of foresight on the part of the city fathers the location of the city proper is on a narrow strip of land, surrounded on two sides by water, and thus being able to expand in but one direction.

Land in New York is at a premium and probably in no other municipality is there the same need for buildings accommodating the equal of a small city's population, whose towers reach the tremendous height of 750 feet.



NEW YORK'S MUNICIPAL OFFICES

The New Municipal Office Building in New York between Centre Street and Park Row, now nearing completion, taken from the tower of the Woolworth Building. This building when completed will act as a joint underground station for two railway lines as well as housing the numerous city departments now scattered in several buildings paying rent. The present City Hall is the building with the tower immediately in the foreground.

New Books

The Social Evil

With special reference to conditions existing in the
City of New York

A Report prepared (in 1902) under the direction of the
Committee of Fifteen

As the author says in the Preface, this subject, painful as it is, is now recognized as a social and ethical problem, a problem which needs the most careful study from every class interested in humanity, and not merely from doctors and criminologists.

The Committee whose work was summarized in the original edition, was formed at a public meeting of citizens, in New York to enquire into the question, went into the matter very thoroughly, as the report proves; and to this has been added new matter showing what has been done—and left undone—in the decade from 1902 to 1912.

The original Report is reported in Part I and II, while Part III brings the subject up to date, and shows changes in the situation both abroad in the States.

Both the report and the sequel contains a vast amount of information upon this all too important a subject. The experiences of cities which have tried the experiments of the regulation and segregation, are given, and the concensus of opinion among students of all classes, physicians, judges and citizens, is seen to be that neither regulation nor segregation are successful in even doing what they are claimed to do. The statement of Police Commissioner O'Meara, of Boston, puts the situation tersely. "Restraint by license is a surrender to vice under the authority of the Law; restraint by segregation is a compromise with vice, illegally made, and a nullification of laws by public officers appointed to enforce them." The same experts says that the chief trouble of this whole question is "the indifference of the public."

One of the most important points shown is that segregation is useless, as well as illegal.

The concluding paragraph shows the summing up of the situation:

"It is the public indifference that is really at the root of the problem. The secret of all the effects that have been recounted in the preceding pages is to overcome and to break down this public indifference. With publicity, with awakening interest, and with the determination to what it at once right and practicable, the first steps in the solution of this problem will have been taken. At no time in the history of the world has the outlook for such progress been so engled at it is at present."

An encouraging part of the book is the summary by Dr. Seligman of the developments since the Report was first issued; the growing feeling that regulation is unsatisfactory; the portentous growth of the white slave traffic, (though this may be partially the greater knowledge of it, rather than an increase in it); the international legislation to suppress it; the continuance of the Committee's work in New York; and the awakening of public interest in the States is the whole question.

That there is plenty of work for the Committee in

New York is self-evident, and unfortunately, other cities are guilty also.

A full bibliography as well as a good index add to the value of the book from the student's point of view.

Nothing Gained by Overcrowding

Raymond Unwin, F.R.I.B.A.

(Garden Cities and Town Planning Association, 24 pp
Illus. 3d.)

"The Garden City movement, as the name implies, stands for a more harmonious combination of city and country dwelling house and garden." Thus Mr. Unwin commences the little book in which he proves, by pen and pencil, the truth of the assertion which forms its title. He admits that it is practically impossible to transform an old established city into a garden city, but shows how the latter can be formed in the suburbs of the former, so as to do away with the objectionable features of slum life which is sure to overtake any growing city which does not plan to prevent it.

Plans and letter press show how an area of ground can be handled in such a way as to give the residents plenty of air and sunshine at very little more cost per house than when the legal limit per acre is built on, the lessened cost of roads, sidewalks and underground work lessening the outlay, as well as the upkeep, considerably. The diagrams and plans add greatly to the value of the arguments, while the illustrations in garden cities alongside the deadly uniformity of "the By-Law method" makes one wonder how long it will be before the public conscience is roused sufficiently to appreciate the crimes—producing character of environment and the need of decent surroundings to produce good citizens.

200 Municipal Ownership Failures

GLENN MARSTON

(Public Service Pub. Co., Chicago, Ill., 29 p., 25 c.)

This catalogue of tragedies has been compiled from the record printed monthly in "Public Service", whose aim is to show that the only practical method of managing public utilities is by private enterprise. Naturally, no failures in corporation management, either in a monetary sense, or as satisfying the public demands, are recorded.

It is very satisfactory to note that although the list includes Canada, that there are only 2 cases in the Dominion, and even one of these is not Municipal, but Provincial Government, this being the case of the Manitoba telephone system; so that the only case of municipal ownership failure in Canada is that of Napanee, Ont., and this is summed as the sale by the municipality of its electric light plant to a private company, which "gives continuous service, instead of night service only; has reduced arc lamps by \$5; tungsten street lamps by \$5; and the residence rate by 2c. per K. W. H." Really, although there is a reduction in prices, the statement does not show that there was a "municipal failure."

The other case, that of the Manitoba Telephone system, is generally known to be the result of purchasing at an exorbitant price, and retaining men who purchased their supplies, irrespective of price, from a concern interested in proving public ownership to be a failure. If there were any judgment in the valuation of the plant, or the price it would have been very different, and the results successful.



TELEPHONE NEWS



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

AUTOMATIC TELEPHONE SYSTEMS

We take pleasure in announcing to all the municipalities throughout the Dominion that our automatic telephone systems have proved, and are proving to be, very successful, both from the standpoint of operation, and from the great satisfaction given to the telephone subscribers and users.

We are manufacturing in Canada, employing Canadian labor and capital, complete automatic telephone systems, switchboards, substations and supplies of a very superior type. We are prepared, and offer, to supply on reasonable notice, complete automatic telephone equipment for any size of exchange from 100 lines up to 10,000 lines or more, and at reasonable cost.

Our automatic telephone system lends itself to any desired subdivision desired for the purpose of saving in trunk line installation, cheapening of service and installation, and for flexibility, adaptation to conditions, economy in operation, durability, positive contacts and superior talking circuits, automatic party line telephone service where required, together with all of the other advantages and savings afforded by the superiority of automatic over manual telephone apparatus and operation.

We take this occasion to again inform the officers and all municipalities throughout the Dominion, as well as the general public, that the Canadian patents owned and controlled by our company, cover the essential principles of automatic telephony, and that it is our opinion and belief that no system of automatic telephones or semi-automatic telephones of any considerable size can be operated without infringing upon the claims of our Canadian patents, and that we are manufacturing in Canada under our patents and are selling and offering for sale automatic telephone equipment in accordance with the rules and practice and Patent Laws of Canada and that we will hold all infringers, both public and private, responsible.

The great saving in cost of installation and operation of automatic telephone systems over manual telephone systems is becoming generally recognized both by the public and by telephone engineers and experts generally. The superiority and general desirability of automatic telephone service over that of manual telephone service has been so thoroughly demonstrated that it is now recognized generally, and we will be pleased to correspond with any and all municipalities and individuals, corporations and associations desiring further information or contemplating the installation of telephone apparatus.

All of our telephones and telephone equipment, both manual and automatic, are fully guaranteed both as to quality and workmanship.

Canadian Independent Telephone Co.,
LIMITED

18-20 Duncan St., TORONTO, Ont.

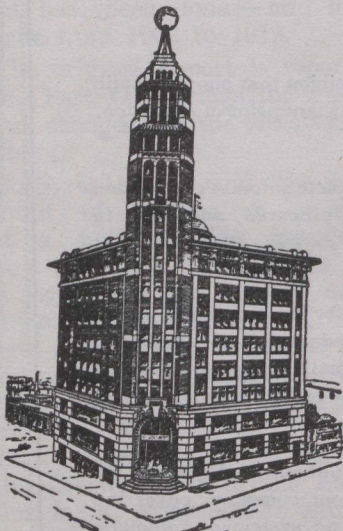
Telephone Transmitter. — The invention relates to transmitters of the type commonly known as the granular carbon type and has for its object the provision of means whereby vibrations at the centers of the speaking diaphragms are not directly communicated to movable electrodes but are permitted to decrease in amplitude without causing corresponding fluctuation in transmitted telephonic currents so that the frequency of such transmitted currents is reduced whereby such currents are adapted to be transmitted over longer distances, the transmitter of this invention thus being of particular service for long distance telephony. — Roscoe Royal, Chicago, Ill., Assignor to Corwin Telephone Mfg. Co., Chicago, Ill. — 1,040,637.

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W. T. STEIN & COMPANY

CHARTERED ACCOUNTANTS

Chartered Accountants, Edinburgh, 1889
 " " " " British Columbia, 1905
 " " " " Canada, 1909



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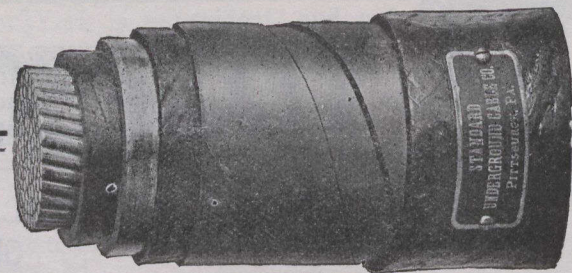
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in single runs of cable by using "STANDARD" Steel Tape Armored Cable laid directly in the ground instead of the usual lead-covered cable installed in clay conduits.

Many thousands of feet of our armored cables, installed in this manner, have been giving satisfactory service for years.

"STANDARD" Steel Tape Armored Cable

is specially satisfactory and economical for ornamental lighting systems where low first cost and durable construction are desired, also for other low tension underground distributing systems.

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OFFICERS FOR 1912-13 :

President: G. W. JONES, Clarke, Ont.

Sec.-Treas.: F. DAGGER, 21 Richmond St. W., Toronto.

Alberta Telephone System

That Government ownership of Telephones can be made to pay is proved by the report on the Provincial system of Alberta.

Last year the net profits were \$62,283, bringing the total profits for the 6 years of operation to \$407,582.

That the system is being run on popular, as well as paying lines, is proved by the wonderful growth last year when 2,494 miles of long distance lines and 4,729 miles of rural lines were built. The number of new subscribers was 3,840 in exchanges and 3,336 rural ones. In towns, 13 new exchanges were built, and 26 exchanges were rebuilt or enlarged.

The mileage at the end of 1912 was 6,689 miles of long distance and 9,761 miles of rural lines; these served 14,692 exchange subscribers, and 7,420 rural ones.

It is proposed to spend \$2,000,000 on extensions this year.

Independent Telephone Companies

According to the Provincial returns for 1910, 340 systems reported in Ontario alone but of this number less than 160 were Incorporated. This leads to the conclusion that the subject of Incorporation has not received due consideration by the owners of Rural Telephone Systems. Unincorporated Telephone Systems have no legal standing in the Courts of Law, and each Shareholder or Member is personally liable as an individual for debts or liabilities owed by the System. In case of action for damages each Member might be held personally liable and his private property levied against, while his less prosperous neighbor would escape all litigation.

In an Incorporated Company the stockholder is only liable for the full amount of stock that has been allotted to him, and when the Shareholder has paid for his stock in full his liability ceases, the Company alone then being responsible, no matter what happens financially to the undertaking. It is thus evident that the best interests of all Shareholders would be served by having their System Incorporated.

The World's Telephones

There were approximately 12,453,000 telephones and 29,566,000 miles of telephone wire in use in the world January 1, 1912. Compared with January 1, 1911, this is an increase of 10 per cent. in telephones and 19 per cent. in wire.

A careful estimate places the world's telephone investment January 1, 1912, at about \$1,729,000,000, which is very nearly the value of all the gold coin and bullion in the United States.

The annual number of telephone conversations is placed at 22,000,000,000 by the Telephone Review, which is about five times the annual number of passengers carried by all the railroads of the world.

The year 1911 was the thirty-fifth since the invention of the telephone by Prof. Alexander Graham Bell. During the past year the long distance telephone service of the world has received notable extensions.

In the United States commercial service was opened between New York and Denver, 2,160 miles, this being now the longest distance over which oral communication is given commercially.

In Europe long distance service has been greatly extended by utilizing both the new loaded cables between Great Britain and Belgium—by which telephone service is expected to be given between London and Berlin—and the new telephone cable, constructed also on the Pupin principle, between Dover and Calais.

The latter enables conversation to be carried on between Glasgow, Edinburgh and Paris, and also between Aberdeen and the French capital, a distance of 910 miles. Successful trials have also been made between London and Geneva, a distance of 560 miles, and from London to Basel, a distance of 600 miles.

Recent progress in the art of submarine telephone cable manufacture will have far reaching consequences. At the present time there are over 400 miles of submarine telephone cable in use in the world, and of this total about one-half is represented by the four cables between France and England and the two between Belgium and England. The longest submarine telephone cable lies between La Panne (Belgium) and St. Margaret's Bay (England), a distance of 55 miles.

The European international long distance line systems have likewise received important additions, due to the opening of the line between Paris and Madrid, 900 miles, and the direct line between Berlin and Rome, still under construction, a distance of over 1,000 miles. As regards the Continent, there is now scarcely any important city that cannot talk with any other important city. By far the largest interurban or toll telephone plant in Europe has been built by the German Government, which, according to the latest official statistics, had about one-half of the total interurban or toll telephone wire of Europe.

MILDEN, SASK.—A telephone system is now under construction.

LONDON, ONT.—The Bell Telephone Company is enlarging their building, and have decided to install a new equipment, with an ultimate capacity of ten thousand subscribers' lines.

Telephone Exchange System.—The invention relates to telephone exchange systems, and has for its object the provision of improved means for signaling subscribers, and particularly for signaling a subscriber whose line terminates in a central office different or distant from that in which the call originated. In handling trunk calls, the best practice at present gives the supervision of all connections to the "A" operator. The ringing is usually done by the "B" or trunk operator, as directed by the "A" operator. Where selective ringing is practised, in party-line calls, the "B" operator also sets up the proper selective key or keys. It is the purpose of the present case to give the "A" operator absolute control of the ringing. — Ray H. Manson, Elyria, Ohio., Assignor to the Dean Electric Co., Elyria, Ohio. — 1,038,617.

Relay for Undulatory Currents.—This is an improvement in undulatory current relays, and the primary object is to reinforce current waves of the most varied frequency and form. The principal involved is that by means of varying the ionization and the space between two electrodes, as for instance by means of cathode rays, the resistance of the circuit connected to the electrodes is altered so that the current waves introduced will produce proportionate variations. The subject of the present invention is a further development wherein instead of being altered indirectly by means of an ionizer the resistance in the main circuit is altered directly by means of an auxiliary electrode, on which the currents to be reinforced act. — Robert von Lieben and Eugen Reisz, Vienna, Austria-Hungary, Assignors of one-third to Sigmund Strauss, Vienna, Austria-Hungary. — 1,038,910.

Good Roads and Prosperity

Good roads are the advance agents of prosperity. In any community they are unmistakable evidence of progressiveness and thrift. Their absence is a sure indication of economic lethargy and social dry-rot. It would not be hard to take a map of this country of ours, and, even in the corn belt of the middle West, to lay one's finger down on counties which, in developed wealth, enterprise, and public spirit, fall far below the standard of which the average American citizen is so proud. When these communities awake to realize their waste of golden opportunities—and especially when they come to know that, at a mere bagatelle of cost as compared with the advantages to be secured, concrete is the instrument that will unyoke from their necks the present heavy burden of their "mud tax"—then and then only will they attain that goal of prosperity to which Providence and their environment have destined them.

The total weight of farm products marketed in the United States each year amounts to about 313,000,000 tons. The cost of hauling this is about \$946,500,000. It has been estimated that \$60,000,000 of this could be saved each year if we had smooth, hard roads. Hon. Edward Burrough, president of the Board of Agriculture in New Jersey, is reported as saying that on a new stone road from Merchantville to Camden, his teams haul 85 to 100 baskets of potatoes, where formerly he hauled 25. One of our counties, writes A. C. Stone in "Better Roads," issued \$450,000 of 4 per cent. bonds, and put down 60 miles of stone road, averaging 16 feet wide; and though they pay taxes to meet the interest on those bonds, their tax rate is now lower than it was before the road was built. The increased value of property and enhanced return from products at lower expense for marketing, made the investment reasonable.

The farmer does not escape a heavy road tax, even if not one dollar is spent on public highways. The "mud tax" is heavier than that imposed by authorities, for it is paid in wear on his horses, his wagon, and harness; in wallowing through the highway with half a load; in wasting his time waiting for the sun to make it passable in the spring; in driving to town with a double team when one of the horses might be left at home to do farm work if the road to town were smooth and hard as it should be.

The difference between good and bad roads is often equivalent to the difference between profit and loss. Good roads have a money value to farmers, as well as a political and social value; and looking at them only from the "almighty dollar" side, they are found to pay handsome dividends each year. This has been well proven by Prof. W. C. Latta, of Purdue University, who, a few years ago, collected from the farmers of Indiana some important information on the subject of the increased value of land in the State, due to good roads. He sent out letters, and received reports from many farmers, some of whom live on good roads once bad, and others on roads still bad. From these reports he computed statistics showing that the difference between good and bad roads amounts to 78 cents an acre annually on the farms. Apply this amount to the entire State, 36,350 square miles; or 23,264,000 acres, and we have the sum of \$18,145,920. From the answers received, Prof. Latta also drew the following conclusions:

1. The average estimated increase in the selling price of land due to existing highways is \$6.48 per acre.

2. The estimated average increase per acre that would result from improving all the public roads in a community of country is \$9.

That the above estimate of Prof. Latta with regard to the increased value of the land is not excessive, writes Mr. Stone, may be shown from other States. The farmers of Canandaigua County, N. Y., who have themselves built a number of miles of hard roads at a cost of \$1.50 per acre, find that their land has increased in value \$20 to \$30 per acre. In New Jersey, where one of the road commissioners of the State has collected many opinions from the farmers living in the neighborhood of roads lately improved, all state that they would not go back to the old roads under any conditions. One of them, voicing the popular sentiment, says: "I would not sell my farm and accept another worth \$7,000 as a gift, and be obliged to live on it two miles from a macadam road. No farmer in the neighborhood would buy a farm not located on such a road. Now that they have improved roads, all want them."

A lesson on the value of road improvement might be learned from the great railway managers who are spending millions upon millions of dollars, not in building new railways, but in improving old ones. Take for example the Cincinnati division of the Big Four Railway between Indianapolis and Cincinnati, where two millions of dollars have been spent in the last three years in eliminating curves, reducing grades, and improving the roadbed by making more solid embankments and laying heavier rails. Why was this done? Not simply that the traveller may ride with a little more comfort than before, but mainly that a given amount of power shall be subject to less strain and shock than had to be borne when the road was in the old condition. If a single railway management finds that it pays to spend millions in making the best road that they can build, why will not the same reasoning hold good for the people in connection with the improvement of a wagon road?

During the last decade, our vehicles for rapid country travel have become more numerous and of an entirely different style from that they were twenty years ago. Almost every farmer now owns his own buggy and carriage. The bicycle and automobile have come to stay. Automobiles in communities where there are improved roads are more common than buggies. The farmer is tired of taking his buggy rides in a "jolt wagon," and is demanding the modern conveyance, and will have it. The twentieth century has brought the rural mail carrier, who now travels in every county.

Aside from the "almighty dollar" side of the road question, is there not another side of the question that appeals to the finer nature of the American farmer? There is no doubt, and history proves it, that good roads are the chief accompaniment of an advancing civilization. The American farmer is no longer a "drudge." He is a business man. He lives for the pleasure he gets out of life. He demands that the mail be sent to his door. He has demanded that his children have a good education, equal to that which can be had in the city. In the more advanced communities, he is demanding that his roads be improved; and they are improving them. He is realizing that time and pleasure are the most valuable possessions given to man on earth. It is because of this realization that he is demanding the rural mail carrier, his school, improved roads, and the automobile. Cement World.

UP-TO-DATE VILLAGE REFORM

A mountain hamlet may relatively speaking, be more in need of social reform and uplift than an urban industrial center. A flourishing and outwardly attractive suburb may have as much graft in its government as the city where its men earn their incomes and where its women find their amusement and do their shopping. Whether the suburb has honest government or not depends in the last analysis on the same conditions that determine urban probity or venality.

This was conclusively demonstrated in Dobbs Ferry, a New York City suburb in an election just held. Candidates were forced to assent to or dissent from a clearly defined community program that took a look ahead; to pledge themselves to favor free public discussion by citizens of all proposals involving expenditure of money; to promise to keep town accounts and to make assessments after a plan devised by expert municipal accountants; to establish a local information bureau with facilities for enlightening applicants at any time and to unite with officials of adjoining towns in campaigns outlined to promote the well-being of all persons in that region of Westchester County.

It is superfluous to remark that even a campaign run on such a plan of tactics would be educational even though reform candidates were at first defeated. But they were elected. **What Dobbs Ferry has done other villages can do**, especially if, as in this case, women intent on civic uplift are numerous. The Bureau of Municipal Research of New York City lives to serve; and it knows no distinctions based on size of the community applying for aid.—The Christian Science Monitor.

OUR EXCESSIVE FIRE WASTE.

Fire losses in Canada during the first four months of the present year are 65 per cent. greater than they were for the same period last year, and almost 100 per cent. in excess of the figures for 1910. At the present rate of going, Canada's fire losses for the year 1913 will prove the highest on record. As it is, we burn up in an ordinary year anywhere from \$21,000,000 to \$24,000,000 worth of property, or almost \$2,000,000 per month. This year's record promises to eclipse all previous fire losses.

The fire loss per capita in the Dominion last year was \$3.02, while that throughout Europe was in the neighborhood of 33 cents. The reason we are forced to pay so much higher insurance rates in this country and in the United States than are paid in Europe, is simply due to the fact that our fire losses are so much in excess of what they are in Europe.

The annual average losses per capita for six nations in Europe are: Austria 29c., Denmark, 26c.; France, 30c.; Germany, 49c.; Italy, 12c.; Switzerland, 30c.—The Shareholder."

A MEAN CONCERN

Some holders of fire insurance policies seem to be rather small in their ideas. A New York building, insured for \$3,800,000, was the scene of a blaze the other day, and the owners put in a claim which was duly adjusted and settled at \$15.50. Some of the companies had to pay twenty cents, but most of them got off for ten cents. The cost of making the adjustment far exceeded the entire fire damage. There are, perhaps, some persons in the world who, under the circumstances, would have made no claim upon the companies.—Insurance Times.

Canada's Example

In a campaign for single tax in Seattle, Ore., the example of Canadian cities was used in many ways, particularly in posters like the one below

SINGLE TAX MEANS BETTER TIMES NEW BUILDINGS —AND— PEOPLE TO USE THEM

COMPARE BUILDING PERMITS

SEATTLE	VANCOUVER	VICTORIA	CALGARY
	SINGLE TAX	SINGLE TAX	Partial Singletax
1910 - \$17,163,080	\$13,150,365	\$4,126,315	\$12,000,000
1911 - \$ 7,491,156	\$17,652,642	\$8,208,155	\$20,394,220
1912 - \$ 8,415,325	\$19,428,432		

VOTE FOR CHARTER AMENDMENT NO. 2

The Good Citizen

Many a man plumes himself on being a good citizen today who is in reality a hopelessly bad one—hopelessly so because he thinks himself in no need of change. To be a good citizen requires two essential qualities—knowledge and action. An ignorant citizen is one of the dangers of a republic. An inert citizen is an equal peril to democracy. To know and to act are not always simple and easy duties. But they are fundamental, and a free country demands them from its people, as the very conditions of its liberty and its existence.—The Outlook.

An Exemption from Taxation

No doubt when in 1905 the city council of Calgary entered into an agreement with the Canada Cement Company, by which that concern was exempted from taxation for twenty years, it had good reasons for making that concession. At that time it was anxious to secure local industries as the nucleus for future development. But the resultant loss to the city should provide a salutary object lesson both here and elsewhere as to the inadvisability of making such an arrangement too elastic.

This company owns ninety-two acres of land which it can sell, lease, or give away, and the city is alleged to be powerless to tax it, the agreement of 1905 having been supplemented by a further arrangement made five years later. The company has leased two parcels of this area to other firms, which are exempt from taxation, these leases representing some \$25,000.—Calgary, Alta., News-Telegram.

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CIVIC NOTES

EASTERN PROVINCES

BERLIN, ONT. A civic planning organization has been formed.

BLÉNHEIM, ONT. The British Canadian Cannery will erect a factory here.

CHATHAM, ONT. The industrial by-law granting certain concessions to the Chatham Auto Wheel Company, was passed.

CHARLOTTETOWN, P. E. I. St. Dunstan's R. C. Cathedral was destroyed by fire with a loss of a quarter of a million, partly covered by insurance.

COLLINGWOOD, ONT. The town is now using its own Hydro-Electric light, being united with the circuit which supplies Coldwater, Midland, Stayner and Penetanguishene.

DRYDEN, ONT. The big \$1,000,000 pulp mill plant here is nearly completed.

FREDERICTON, N. B. Plans for the formation of a company to operate a candy factory, and another concern which will manufacture boots and shoes, are nearing completion.

GUELPH, ONT. The Canadian Flax Mills Limited, capitalized at \$1,000,000, has decided to locate here; three buildings will be erected to commence with, factories will be added later to utilize the by-products.

HAMILTON, ONT. The model town which the Pelham Park Improvement Company plans to establish in the east end will probably be commenced this summer; the plans call for the erection of about nine hundred buildings, including stores, residences, a public hall, a market place, public buildings, theatre, etc.

KINGSTON, ONT. A site along the water front is being sought where a coal gas plant will be built; owing to the increased cost of oil the city will have to build a \$60,000.00 coal gas plant in order to maintain dollar gas.

LONDON, ONT. The new garbage incinerator is nearly ready for work; the plant will be completed as soon as the furnace is installed.

MONTREAL, QUE. Five new fire stations will probably be added to the fire fighting equipment this year.

OTTAWA, ONT. Two police women have been sworn in and are on duty on the local force; their duties will consist of meeting all trains and looking after women and girls around the railway stations.

OWEN SOUND, ONT. The Owen Sound Rolling Mills Company, Limited, has been formed and will build a rolling mill and manufacture wrought iron and steel pipe and tubing, spikes, steel rails, structural steel etc.

PORT ARTHUR, ONT. The Canadian Northern Coal and Ore Dock Company is doubling its plant this summer, building another dock, and a big storage shed.—A demand has been for women policemen,

SARNIA, ONT. The City is expecting to have another industry, the Canadian branch of the Solvay Company of Detroit.—There is much discussion about this town and Point Edward uniting under one charter, and incorporating as a city; the population here is 11,000 and at Point Edward it is between 700 and 800.—During the summer 175 houses are to be built by a company, whose further plans are unknown.

SHERBROOKE, QUE. The Council decided to purchase a five-ton truck for the purpose of carrying the crushed stone to be used on the extensive street improvements.—It is probable that electric truck for sprinkling the streets will be purchased.

ST. CATHARINES, ONT. Two by-laws, the first granting seventeen acres of land to a concern manufacturing tires and other rubber goods, the second helping a company to build a jam factory, were passed.

STRATFORD, ONT. A by-law to allow the C. P. R. an entrance cutting through the park system, was defeated; both industrial by-laws were carried.

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MONTREAL**

CIVIC NOTES



WESTERN PROVINCES

BASSANO, ALTA. is now supplied with electric lighting, the lights being turned on just nine weeks after the franchise was granted; the plant installed has a capacity of 2,500 lights.—A fire brigade has been organized.

BRODERICK, SASK. The Board of Trade is considering a proposal to establish an electric lighting system, and fire protection for the village.

CALGARY, ALTA. A children's shelter costing \$50,000 is to be built here.

DAWSON CITY, YUKON. An electric railway to Whitehorse is under consideration.

EDMONTON, ALTA. The street railway system now operates over 30.23 miles.—The Council has decided that local improvements must in future be paid for entirely by the property holders.—The first prison farm in the west will be started by this city about ten miles up the Saskatchewan river.

KASLO, B. C. Big brick works are to be established here.

LETHBRIDGE, ALTA. Construction on a fine new post office will start immediately. Business men are demanding that the new post office be kept open for two hours on Sunday.

MACLEOD, ALTA. A Company manufacturing bricks and tiles is soon starting operations here.

MEDICINE HAT, ALTA. All plans of subdivisions must be approved by the Council and the streets must correspond with the official plan.

MELFORT, SASK. A new publicity building is to be erected on a site granted by the C. N. R.

MELVILLE, SASK. A big company is being organized to establish a brick industry here.

MIRROR, ALTA. A new brick school costing \$15,000 is being built here.

MOOSE JAW, SASK. The Railway Accessories Company, manufacturing railway supplies, will build their Canadian branch here this spring.

NEW WESTMINSTER, B. C. The C. N. R. terminal facilities here will entail an expenditure of \$3,000,000; a large portion of this has been spent for right-of-way.

NORTH BATTLEFORD, SASK. The population has passed to five thousand mark and the town is asking for incorporation as a city. The real estate men have offered one thousand dollars to the first person to discover a vein of coal of paying proportions within one hundred miles of the town.

NORTH VANCOUVER, B. C. The ferry directors will erect an electric clock tower as a memorial to Captain Scott; it will be an imposing structure visible all over Burrard Inlet.

PORT ALBERNI, B. C. The Bank of Montreal will open a branch here.

PORT MANN, B. C. Additional 4,000 feet will be added to the C. N. R. dock, making it a mile long.—An export flour mill will be constructed here during the summer.

PRINCE ALBERT, SASK. The Bank of Montreal is opening a branch here.

REDCLIFF, ALTA. A planing mill plant and sash and door factory is being established here.

REGINA, SASK. The Council has decided to use different makes of lamps for street lighting on the city streets to give citizens a chance to compare the several styles, and enable the Council to get the best street lighting possible.—Extensions to the street car system are being made.

SASKATOON, SASK. The by-law to allow the street cars to run on Sundays, was passed with a majority of 269.

SYDNEY, B. C. The town will soon have electric light and power from the B. C. Electric Company.—The water company will be delivering water early in April.—A plant manufacturing asphalt roofing paper is being built.

VANCOUVER, B. C. There is a proposal to build a sailors' home as a memorial to Capt. Scott, the antarctic explorer.

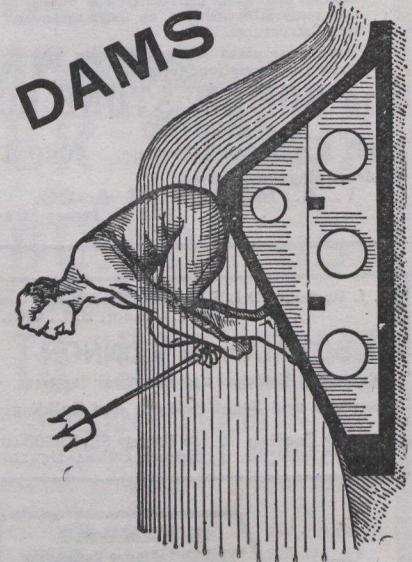
VEGREVILLE, ALTA. A further flow of gas was struck at a depth of 700 feet; the well will soon be down to 1,000 feet, when a flow of gas of commercial value is expected.

ROAD SUPERINTENDENT

WANTED AT ONCE.—A practical man with experience in Street Construction and maintenance, used to hiring and handling men, to take charge of the Street Department, Amherst, Nova Scotia. An Engineer preferred, but good practical man with experience and references would be considered. Applicant to state experience, salary, etc., to come at once.

Address, Town Clerk,
Amherst,

**AMBURSEN
HYDRAULIC
CONSTRUCTION
COMPANY
OF
CANADA,
Limited.**
405 Dorchester St., West,
MONTREAL, Que.
**TIGHT, PERMANENT
and Inexpensive**



Cast Iron Water Pipe

SEND YOUR ENQUIRIES

TO

JOS. R. MARTIN & CO.

Board of Trade Bldg., Montreal

DALY'S CANADIAN CRIMINAL PROCEDURE

1911

The model work for Magistrates
in every Province

HALF-CALF, \$6.50

The Carswell Company, Limited
TORONTO, Canada

The Oldest Established Accountant Firm
in Saskatchewan

GLADWELL, WILSON & CO.

Successors to GAMBLE, GLADWELL & CO.

Chartered Accountants

Auditors, Liquidators and Trustees

MUNICIPAL AUDITING A SPECIALTY.

Dominion Trust Building, Regina.

CHAS. V. GLADWELL, Auditors.
C. A.
Offices at Weyburn and Swift Current

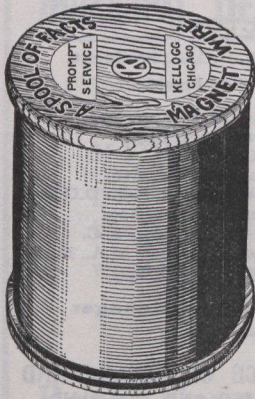
City of Regina,
Towns of Moosomin,
Arcole, Melville,
Lumsden, Estevan,
Swift Current,
Carlyle,
North Battleford.

F. J. WILSON,
C. A.

Equipment and Engineering

Interesting Notes on the latest Municipal and Telephone Appliances.

MAGNET WIRE



If you are in any way interested in Magnet Wire, either silk or enamel insulated, you will profit by mailing a card to the Kellogg Switchboard and Supply Company asking to be put on their Magnet Wire mailing list, as this firm has just issued a series of novel and forceful advertising matter that is really valuable in the technical information given.

As all buyers know, magnet wire comes in spools and the Kellogg Company have carried out this idea by compiling "Spools of Facts," 12 of them, each taking up one phase of the magnet wire subject.

These "spools" are printed on heavy stock in three colors to indicate the yellow wooden spool ends,

the glossy black of the enamel insulated wire and the green of the silk covered wire. Each "spool" is therefore an exact reproduction, enclosure size, and is cut in the shape of the real article.

On the inside, as stated, is presented a chapter on magnet wire service and quality. Some of these titles, to indicate their nature, are "Spool of Facts on Baking," "On Enameling," "On Prompt Shipments," "On Equipment."

In addition to these "spools" the Kellogg Company are distributing an attractive folder technically describing their Magnet Wire in an exceedingly interesting manner.

The subject of "Magnet Wire" is so new that few of us have any conception of the difficulty in the production of good wire and of the good points of service that do not appear on the surface of the wire on the spool.

Copies of the "spools" series will be sent out monthly. It will pay you to have your name on the Kellogg list.

In every exchange, time and again, information on small telephone parts is wanted, and is lacking. The Kellogg Company in their bulletin No. 65, recently from the press, have listed, with new cuts, binding posts and connectors. To quote from the first paragraph of the bulletin:

"Suitable binding posts, connectors or punchings are always in demand by operating telephone companies and also telephone and annunciator assemblers. This bulletin shows and describes a few of the products of our screw machine and punch press departments and the gauge and material of the connectors listed in this bulletin are those used regularly in turning out our own product. Our manufacturing equipment is complete and of the latest improved design producing each type of post or connector with wonderful accuracy."

In addition, this bulletin shows two views of the magnificent equipments used by this Company in the production of their unsurpassed line.

Non-Partisan Ballot

The fact that Wisconsin has refused to allow party emblems to be used on ballot papers is being, very properly, heralded by the "Chateauquan" as a great progressive step.

But because Wisconsin leads the way, every other State still continues the mischievous plan of asking votes to place their marks on a ballot paper which carries on it the emblems of the different parties and factions.

How very simple our Canadian system is, when compared with this.

Is it any wonder that the "Short Ballot" and "Commission Government" are so eagerly wanted across the line.

GOOD ROADS

Mr. Alexander Laird, General Manager of the Canadian Bank Commerce, in his annual report thus refers to roads:

"One of the most powerful and inexcusable local causes for the high price of food is the condition of our country roads. It must be clear that if a farmer has to travel ten or twenty miles to a city to sell his produce, every hour of delay to himself and his horses and wagon, every bushel or pound less he is able to carry, every day lost in the length of the life of his horses and wagon, cause just so much increase in the cost of the article he has to sell. To the extent that this needless and cruel loss might, if avoided, partly add to the farmers' profits and partly lessen the cost of the consumer, the state of our roads is little short of a crime. If the bad roads around a city cause the price of food to be much higher than it need be, one of the results is to enable producers hundreds, perhaps thousands, of miles away to enter into competition with the farmer in his own country, because the cost in transit over one mile of bad wagon road will cover the cost over many miles of good railroad. This competition may help the consumer by keeping prices from rising still higher, but it will not bring the price below the point fixed by the extra cost from the bad local roads. It will not do any good for those of us who live in well-paved cities to blame the farmers for bad roads. They cannot be expected to build good roads entirely at their own expense, and goods roads will not come so long as we wait for anything as unfair as this. It is not that we do not know to construct good roads. We know fairly well what we should do, but we hesitate to do it. In the excellent report on Highway Improvements in Ontario for 1911 there is a sufficient abstract of the systems adopted by the various countries of the world and by thirty-three states in the United States; of these, that in use in the State of New York seems to be the most complete. Under this system roads are classified as follows:

- (1) State roads built at the entire cost of the state.
- (2) County roads to which the state contributes one-half, the county 35 per cent., and the township 15 per cent. For maintenance the state collects from the townships \$50 per mile per annum, the remainder being contributed by the state.
- (3) Township roads, to which the state contributes one-third of the cost of construction.

"Can the people of Canada be made to realize that every man, woman and child suffers from the evil of bad roads whether they use the roads directly or not? Have we not as much intelligence as the citizens of these thirty-three neighbouring states?"

NEW SYSTEM NOT PERFECT

There are still difficulties in the way of Commission Government. Dissatisfaction is already felt with the Commission charter of Lynn, Mass., for example; and there appears to be under way a movement for the repeal of the entire document at the next Legislature. The trouble seems to be with the personnel of the Commission. There is a feeling that these men, against whom no deliberate insinuation of graft is made, are taking the salaries of experts for doing work which is distinctly not expert in quality.—Twentieth Century Magazine.

FAILURE OF TENEMENTS

That even model tenements are a failure is the opinion of Mr. Henry Attenbury Smith, the architect of the two best. Three distinct reasons are given.

First, legislation calls for conditions which are too expensive. Second, these built by philanthropists are too luxurious, and therefore too costly.

Third, the latter have had no expensive management.

The rents of model tenements in New York run from \$12 to \$22 a month, and there are thousands of people who cannot afford these figures.

Mr. Smith's solution is a Board of Appeal, and the caring for model tenements on ordinary business lines.

Mr. A. O. Graydon, C. E., formerly City Engineer of London, Ont., died recently at the age of 60. He was born in Canada after being employed in the City Engineer's staff, became City Engineer in 1891.

Mess. Cartwright, Matheson & Co. have removed from the Cotton Building to Rooms 601-3 in the Rogers Building, Vancouver, B. C.

BANK OF MONTREAL

(Established 1817)

INCORPORATED BY ACT OF PARLIAMENT.

CAPITAL Paid-up	\$16,000,000.00
REST.	\$16,000,000.00
UNDIVIDED PROFITS.	\$802,814.94

HEAD OFFICE—MONTREAL

BOARD OF DIRECTORS:

Rt. Hon. Lord STRATHCONA AND MOUNT ROYAL, G.C.M., G.C.V.O.

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A. MACNEIDER, Chief Inspector and Superintendent of Branches.

C. SWEENEY, Supt. British Columbia Branches.

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F. J. COCKBURN, Supt. Quebec Branches.

E. P. WINSLOW, Supt. North West Branches.

D. R. CLARKE, Supt. Maritime Provs. and Nfld. Branches.

BRANCHES:

At all Important Cities and Towns in every Province in the Dominion of Canada.

IN NEWFOUNDLAND:

ST. JOHN'S BIRCHY COVE GRAND FALLS

IN GREAT BRITAIN:

LONDON, - - 47 Threadneedle St., E. C.,

SIR FREDERICK WILLIAMS-TAYLOR Manager.

IN THE UNITED STATES:

NEW YORK, R. Y. HEDDEN, W. A. BOG, and J. T. MOLINEUX,

Agents, 64 Wall Street.

CHICAGO, ILL. SPOKANE, WASH.

IN MEXICO:

MEXICO, D. F.

The Canadian Bank of Commerce

PAID-UP CAPITAL - \$15,000,000
REST - - - - - 12,500,000

HEAD OFFICE - TORONTO

BOARD OF DIRECTORS:

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Z. A. Lash, Esq., K.C., LL.D., Vice-President.

Hon. George A. Cox.

John Hoskin, Esq., K.C., LL.D.

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A. Kingman, Esq.

Sir Lyman M. Jones.

Hon. W. C. Edwards.

E. R. Wood, Esq.

Sir John M. Gibson, K.C.M.G.,

K.C., LL.D.

William McMaster, Esq.

Robert Stuart, Esq.

G. P. Galt, Esq.

Alexander Laird, Esq.

William Farwell, Esq., D.C.L.

Gardner Stevens, Esq.

G. G. Foster, Esq., K.C.

Charles Colby, Esq. M.A., Ph.D.

A. C. Flumerfelt, Esq.

ALEXANDER LAIRD - - General Manager

JOHN AIRD, Asst. General Manager

BRANCHES IN EVERY PROVINCE OF CANADA AND IN THE UNITED STATES, MEXICO AND ENGLAND

Montreal Office, H. B. WALKER, Manager

London (England) Office, 1 Lombard Street, E. C.

H. V. F. JONES, Manager

New York Agency, 16 Exchange Place,

WM. GRAY and H. P. SCHELL, Agents

This Bank transacts every description of Banking Business including the issue of Travellers' Cheques, Letters of Credit and Drafts on Foreign Countries, and will negotiate or receive for collection bills on any place where there is a bank or banker.

THE ROYAL BANK OF CANADA

Capital Authorized	\$ 25,000,000
Capital Paid up	11,560,000
Reserve and Undivided Profits	13,000,000
Total Assets	180,000,000

Head Office - MONTREAL.

BOARD OF DIRECTORS:

H. S. HOLT, President. E. L. PEASE, Vice-President.

E. F. B. JOHNSTON, K.C. 2nd Vice-President.

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Jas. Redmond
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W. J. Sheppard
C. S. Wilcox

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E. L. Pease, General Manager
C. E. Neill and F. J. Sherman, Asst. Gen-Managers
W. B. Torrance, Supt. of Branches

Branches in every Province of the DOMINION OF CANADA and in NEWFOUNDLAND; in HAVANA and throughout CUBA, Porto Rico and Dominican Republic; BAHAMAS, Nassau; BARBADOS, Bridgetown; JAMAICA, Kingston; TRINIDAD, Port of Spain and San Fernando; BRITISH HONDURAS, Belize.

LONDON, ENG., OFFICE — Princes St., E. C.

NEW YORK AGENCY — Corner William and Cedar Sts.

SAVINGS DEPARTMENT AT ALL BRANCHES

THE MERCHANTS' BANK OF CANADA

HEAD OFFICE - - - - - MONTREAL

Capital paid-up \$6,747,680. Reserve Fund and Undivided Profits \$6,559,478

Pres.: Sir H. MONTAGU ALLAN; V.-P.: K. W. BLACKWELL.

E. F. HEDDEN, General Manager.

LIST OF BRANCHES AND AGENCIES:

Quebec—Montreal (Head Office St. James St.), 1255 St. Catherine St. E., 320 St. Catherine St. W., 1330 St. Lawrence Boul., 1366 St. Lawrence Boul., 672 Centre St., Beauharnois, Lachine, Quebec, Rigaud, Shawville, Sherbrooke, St. Agathe, St. Jerome, St. Johns, St. Jovite, St. Sauveur, Three Rivers.

Ontario—Acton, Alveston, Athens, Belleville, Berlin, Bothwell, Brampton, Brantford, Chatham, Chatsworth, Chesley, Creemore, Delta, Eganville, Elgin, Elora, Finch, Ford City, Fort William, Galt, Gananoque, Georgetown, Glencoe, Gore Bay, Granton, Guelph, Hamilton, Hanover, Hespeler, Ingersoll, Kincairdine, Kingston, Lancaster, Lansdowne, Leamington, Little Current, London, Lucan, Markdale, Meaford, Mildmay, Mitchell, Napanee, Oakville, Orillia, Ottawa, Owen Sound, Perth, Prescott, Preston, Renfrew, Sandwich, Stratford, St. Eugene, St. George, St. Thomas, Tara, Thamesville, Tilbury, Toronto, (Wellington St., Dundas St., Parliament St., Parkdale), Walkerton, Walkerville, Wallaceburg, Watford, West Lorne, Westport, Wheatley, Yarker.

Manitoba—Brandon, Carberry, Gladstone, Hartney, Macgregor, Morris, Napinka, Neepawa, Oak Lake, Portage la Prairie, Russell, Souris, Winnipeg, ditto, Bannerman Avenue.

Alberta—Acme, Brooks, Calgary, (do. 2nd Street E), Carstairs, Castor, Coronation, Chauvin, Daysland, Delburne, Edgerton, Edmonton, (do. Namayo Ave.), Alberta Ave., Athabaska Ave.), Edson, Hanna, Hughenden, Islay, Killam, Lamorne, Leduc, Lethbridge, Mannville, Medicine Hat, Munson, New Norway, Okotoks, Olds, Pincher Station, Redcliff, Red Deer, Sedgewick, Strome, Stettler, Tofield, Trochu, Vegreville, Viking, Wainwright, Wetaskiwin.

Saskatchewan—Antler, Arcola, Battleford, Carnduff, Frobisher, Gainsborough, Gull Lake, Kisbey, Maple Creek, Melville, Moose Jaw, Oxbow—Regina, Saskatoon, Unity, Whitewood.

Nova Scotia—Halifax.

New Brunswick—St. John.

British Columbia—Elko, Chilliwack, Nanaimo, Sidney, New Westminster, Victoria, Vancouver (do. Hastings St.)

SUB-AGENCIES—Quebec—Bury, Napierville, Quyon; **Ontario**—Addison, Calabogie, Frankville, London South, Lyndhurst, Muirkirk, Newbury, Newington, Williamstown; **Manitoba**—Austin, Griswold, Oakville, Sidney; **Alberta**—Big Valley, Botha, Donald, Rumsey; **British Columbia**—Parksville.

A general Banking Business transacted. Savings Department at all Branches. Interest paid at best current rates.

New York Agency: 63 and 65 Wall St.

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

ECHOES FROM MUNICIPAL FINANCE

WE BUY
AND SELL

MUNICIPAL DEBENTURES

If YOU wish to dispose of this class of bonds do not fail to write us.

Brent Noxon & Co.

Canada Life Building,
TORONTO, Ont.

LOANS OF LONDON, Ont.

An analysis of the sale of debentures by the city of London for the past few years proves of much interest. During the five years ending Dec. 31, 1912, the city sold on nine occasions bonds amounting to \$1,295,952, and of this amount the sum of \$935,022 represents the city's borrowings for the past three years, \$439,000 being borrowed in 1912. The following table shows what the money cost the city:

June, 1908.....	4.55 per cent.
October, 1908.....	4.20 per cent.
February, 1909.....	4.10 per cent.
October, 1909.....	4.10 per cent.
February, 1910.....	4.40 per cent.
June, 1910.....	4.40 per cent.
March, 1911.....	4.20 per cent.
March, 1912.....	4.40 per cent.
December, 1912.....	4.80 per cent.

The last sale of \$231,400 cost the city a little over four and three-quarter per cent. Wood, Gundy & Co. have handled over \$650,000 in three of the last sales.

Mr. Wider, representative of the company, stated today that it is not likely that money will be easier to any great extent in 1913.

TENDERS

LONDON, ONT.

Sealed tenders will be received up to noon, May 1st, 1913, by the Board of Water Commissioners, City of London, Ontario, Canada, for:—

1,450 tons of 4-inch, 6-inch, 8-inch, 10-inch and 12-inch cast iron pipe. Also for 94 valves and 20 tons special castings for the above. 75,000 lbs. pig lead. 94,000 lbs. lead pipe. 3,000 lbs. Russian jointing hemp.

For specifications and form of tenders address H. J. GLAUBITZ, General Manager, Board of Water Commissioners, London, Ont.

(See also page 153 for tenders).

HIGHER MONEY

A recent cable to the Montreal "Star" says:

Comment on the failure of the City of Toronto's loan of four per cents, of which 85 per cent. was left with the underwriters, suggests the determination of the market here to exact 4½ per cent. from the larger, and 5 per cent. from the smaller municipalities.

The Winnipeg City loan, advertised today, evidently recognizes the situation, and consists of £750,000 four and halves, at par.

CAUTION NEEDED IN FINANCING

Mr. Alexander Laird, General Manager of the Canadian Bank of Commerce, in his annual report says:

"It is only our municipalities and reckless promoters who incur large obligations before they are sure of the necessary investor in the securities they propose to offer. Many of our towns and cities who have refused to consult the banks find themselves embarrassed as a result, and improvements which may be wise and much needed must be postponed for the moment. The existing securities will doubtless be absorbed in the near future, but at lower prices than heretofore in order to meet the investors' expectations of a higher return. Our municipalities, however, should seriously consider whether during periods of such rapid expansion the tax rate should not be largely increased. In the days of western expansion in the United States 25 and 30 mills on a fairly high valuation of property were not uncommon rates. Again, should we not pay for local improvements in a far shorter time than we do! The western cities of the United States make their local improvements by the issue of short term securities, the average life of which is usually not more than five years. Such securities often carry six per cent. interest and do not appeal to the same class of investor as do long-term municipal debentures. We can easily see the bad effect on the credit of our municipalities of adding the heavy cost of local improvements, spread over long terms, to the ordinary general debt. Such a system as that followed in the United States would probably not find favor with the sub-division promoter because it would be a powerful check on all speculative real estate schemes. At least a year ago it became generally known that there were many Canadian securities in existence which had not been absorbed by the investor and that real estate speculation was proceeding at too rapid a pace. Undoubtedly the knowledge of these facts has exercised some restraint upon our people. Transactions in inside city properties have probably been larger than ever but the sub-division promoter has not prospered. Direct investments of British capital in agricultural lands to be resold have been made in both the east and the west on a large scale."

LOANS MADE TO:
BONDS BOUGHT FROM:

Municipalities

A. P. LESPERANCE

MANAGER

City and District Savings Bank

MONTREAL

PERSONAL

Mr. Joseph Reid has been appointed City Commissioner of Regina, Sask., with a salary of \$5,500 a year; he will have charge of the City's finance department.

Mr. D. Kitchen has been appointed assessor of Souris, Man.

Mr. P. Lancaster has been appointed City Engineer, Architect and manager of the waterworks of Belleville, Ont., at a salary of \$1,800 per annum.

Mr. William Minto, who only retired from the position of Treasurer of the City of Westmount, Que., last year, has died after a lingering illness. He was secretary-treasurer of the Town before it became a City.

Mr. A. D. Shibley, City Clerk of Westmount, Que., has resigned to enter business. He has been in the City's employ for several years, and his resignation is keenly regretted.

Mr. James G. Lindsay, City Engineer, Belleville, Ont., has resigned and will return to his old home in Ireland.

FOR SALE

MUNICIPAL PUMPING PLANT DESERONTO, ONT.

Having changed to Electric-Power, necessitates disposing of the equipment previously used by the Corporation of the Town of Deseronto, and the following are offered for sale:

One 75 h.p. Fairbanks-Morse Suction Gas Producer.

One 65 h.p. Fairbanks-Morse Vertical Producer Gas Engine.

One 12 x 15 Triplex Pump, direct connected by friction clutch to Gas Engine, capacity 1000 gallons per minute.

The above equipment has only been operated a short time, and is in first-class condition.

Plant is offered complete as above or separately.

Any further particulars can be supplied by applying to,

HENRY R. BEDFORD,

Town Clerk,

Deseronto, Ontario.

THE BANK OF OTTAWA

ESTABLISHED 1874

HEAD OFFICE, - OTTAWA

Capital Authorized - \$5,000,000
 Capital Paid Up - - 3,500,000
 Rest - - - - - 3,900,000

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

BRANCHES AND AGENTS
 THROUGHOUT THE DOMINION

IMPERIAL BANK OF CANADA

Capital Authorized - - - - - \$10,000,000.00
 Capital, paid-up - - - - - 6,425,000.00
 Reserve Fund - - - - - 6,425,000.00

DIRECTORS:

D. B. WILKIE, President, Hon. B. JAFFRAY, Vice--Pres.
 Wm. Ramsay of Bowland, Elias Rogers, J. Kerr Osborne,
 Feleg Howland, Sir Wm. Whyte, Winnipeg; Cawthra
 Mulock, Hon. Richard Turner, Quebec; Wm. Hamilton
 Merritt, M. D., St. Catharines; W. J. Gage.

HEAD OFFICE, - - - TORONTO.

BRANCHES:

Ontario	Nashville	Quebec	Alberta
Amherstburg	New Liskeard	Montreal	Athabaska Landing
Belwood	Niagara Falls	Quebec	Banff
Bolton	Niagara on the Lake	Manitoba	Calgary
Brantford	North Bay	Brandon	Edmonton
Caledon East	Ottawa	Portage la Prairie	Red Cliff
Cobalt	Palgrave	Winnipeg	Rocky Mountain House
Cottam	Port Arthur	Saskatchewan	Lethbridge
Cochrane	Porcupine	Balgone	Red Deer
Elk Lake	Port Colborne	Broadview	Strathcona
Essex	Port Robinson	Fort Qu'Appelle	Wetaskiwin
Fergus	Ridgeway	Hague	British Columbia
Fonthill	Sault Ste. Marie	Moosejaw	Arrowhead
Fort William	South Porcupine	North Battleford	Chase
Galt	South Woodlee	Prince Albert	Cranbrook
Hamilton	St. Catharines	Regina	Fernie
Harrow	St. Thomas	Rosthern	Golden
Humberstone	St. Davids	Saskatoon	Kamloops
Ingersoll	Thessalon	Wilkie	Michel
Jordan	Timmins	Wynyard	Nelson
Vineland	Toronto		New Michel
Kenora	Welland		Revelstoke
Listowel	Woodstock		Vancouver
London			Victoria
Marshville			Wilmer

SAVINGS DEPARTMENT.

Interest allowed on Deposits at all Branches of the Bank throughout the DOMINION OF CANADA. Drafts, Money Orders and Letters of Credit Issued Available in Any Part of the World.

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

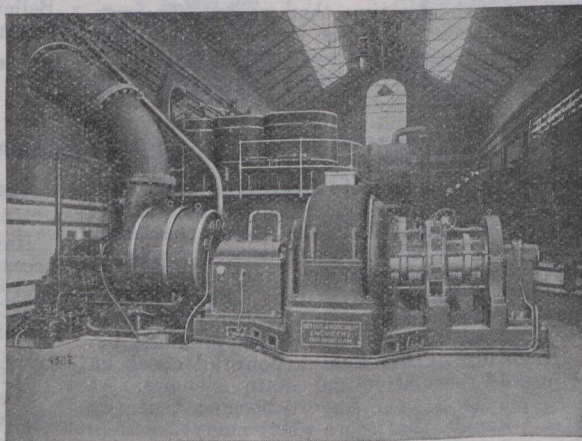
Agents in United States.—New York, Bank of the Manhattan Company; Chicago: First National Bank; San Francisco: Wells, Fargo Nevada National Bank.

Agents in France.—Credit Lyonnais.
 Agents in Germany.—Deutsche Bank.

BELLISS & MORCOM

ENGINE AND EXHAUST TURBINE
 PLANTS FOR MUNICIPAL USE

INCREASE THE CAPACITY OF YOUR PLANT 50% BY INSTALLING AN EXHAUST TURBINE WITH CONDENSER.



A BELLISS RECIPROCATING ENGINE COMBINED WITH AN EXHAUST TURBINE GIVES UNPARALLELED ECONOMY. . .

RECIPROCATOR AND EXHAUST STEAM TURBINE
 DARLINGTON CORPORATION

MANUFACTURED BY MESSRS. BELLISS & MORCOM
 BIRMINGHAM, Eng.

REPRESENTED BY

LAURIE & LAMB

211-212 BOARD OF TRADE

MONTREAL

FINANCIAL NOTES

DEALERS IN
HIGH GRADE
**BONDS &
DEBENTURES**
CORRESPONDENCE
SOLICITED

**DOMINION
SECURITIES**
CORPORATION, LIMITED
MONTREAL, LONDON, TORONTO
P.Q. ENG. ONT.

BERLIN, ONT., has sold \$15,000 5 per cent 20-instalment debentures; \$50,000 4½ 30-instalment debentures to Messrs. C. H. Burgess and Company.

CAMROSE, ALTA. A rate of 66 cents per 1,000 cubic feet has been decided on water users; this is nearly \$1.00 per thousand gallons.

EDMONTON, ALTA. The twenty-one by-laws recently submitted, which totalled \$5,000,000 were all passed, with the exception of a grant of \$240,000 to the Misericordia Hospital; these by-laws included:—for extensions to municipal power house and plant \$484,720; for erecting and equipping market buildings \$110,960. for buying horses, harness and other accessories, for civic purposes \$37,960; for street cleaning plant \$58,400; for erecting civic buildings and making extensions \$109,500.

FORT WILLIAM, ONT. The net earnings for 1912 of Fort William and Port Arthur street railway are 48 per cent. over the earnings of 1911.

GIMLI, MAN. The by-law to raise \$20,000 for building a high school, was passed.

HAMILTON, ONT. The Provincial Legislature has empowered the city to raise \$100,000 for the following purposes:—\$50,000 for extension of parks system; \$25,000 for the completion of the Hospital for sick children and \$25,000 for improvements of the City Hall for Hydro-Electric department's offices.

HUMBOLDT, SASK. A system of water works and sewerage is to be installed at a cost of \$177,000; the water supply will be secured from Stony Lake, three miles away.

KINGSVILLE, ONT. The by-law granting a loan of \$10,000 to the Eco-thermal Stove Company, to help build a factory here, was passed.

LADYSMITH, B. C., has sold \$7,750 6 per cent. 14-year debentures to Messrs C. H. Burgess and Company.

LETHBRIDGE, ALTA. The city power plant has once more declared a profit, making a profit for every year since the plant was installed by the city; the profit this year is \$23,412.01; the revenue was \$120,364.26 and the expenditure was \$96,952.25.—The street railway revenue for 1912 was \$20,742.19 and expenditures outside interest and sinking fund, were \$17,347.82; the difference will nearly cover the sinking fund and interest.

LONDON, ONT. It is expected that the high-water mark in taxation will be reached this year; last year the rate was 22½ mills and it is predicted that it will be increased by 3 or even 4 mills, as there are many uncontrollable expenditures which will have to be faced.

MEDICINE HAT, ALTA. The total assessment figures for 1913 are \$18,500,000, nearly double the total of 1912.

ORILLIA, ONT. The Council voted \$1,500 towards the proposed Champlain memorial and tercentenary celebration.

PORT PERRY, ONT. The by-law to guarantee the bonds of a canning factory to the extent of \$7,500 was recently passed.

REGINA, SASK. The following by-laws were passed:—\$825,000 for street railway extensions; \$675,000 for electric light and power; \$200,000 for water works purposes; \$180,000 for a new police station and other smaller amounts for the extension of civic utilities.—The Fire and Power Committee decided to cut the rate to power users for local industries to \$28.00 per horse power per year of 300 10-hours days; this means a reduction of 50 per cent. and the city will still make a small profit over running and other expenses.

ROSETOWN, SASK. The Council has granted \$2,000 to the Board of Trade for publicity purposes.

SARNIA, ONT. The Provincial Legislature has empowered the city to raise \$240,000 for extensions of waterworks system, and \$40,000 for a new public school.

ST. JOHN, N. B. The City Council has decided to spend \$125,000 on permanent street pavings.

STRAFORD, ONT., has sold \$87,200 4½ per cent. 15 and 30-year debentures to Messrs. W. A. MacKenzie and Company.

STRATHROY, ONT. A loan of \$25,000 will be given to the Royal Motor Car Company to commence operations.

VANCOUVER, B. C. As a result of a mistake in the assessment roll, the tax rate will be \$130,000 less than last year. The sum of \$399,000 has been set aside for the police force this year.—The city is asking the Provincial Government to guarantee interest and sinking fund on debentures for \$11,000,000, the money to be used for a huge scheme for a sewer system on the peninsula of the Greater Vancouver.

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WAINWRIGHT, ALTA. The by-laws to provide \$13,500 for the under-estimation in last year's improvement, were passed.

WATERLOO, ONT., has sold \$37,098 4½ and 5 per cent. 15 and 20-instalment debentures to Messrs. Wood, Gundy and Company.

WILKIE, SASK. The town has decided to spend \$6,000 on publicity work.

WINNIPEG, MAN. The Council has given a grant of \$30,000 to the General Hospital to cover last year's deficit.

YORK COUNTY, ONT. The Council passed a by-law to spend \$100,000 for improvement of roads.

YORKTON, SASK. The following money by-laws were recently passed:—\$75,000 for electric light; \$45,000 for water-works extensions; and \$10,000 for overflow sewers.

TENDERS

CITY OF SASKATOON.

Tenders for Double Tracking Street Railway.

Sealed tenders, addressed to the City Commissioners, Saskatoon, and endorsed "Tender for Double Tracking Street Railway," will be received up to twelve o'clock noon on Thursday, the 24th day of April, 1913, for double tracking certain streets in the city of Saskatoon for the Municipal Street Railway.

Specifications, Instructions to Bidders, and Tender Forms can be obtained on application to Mr. E. Hanson, Superintendent of Street Railway, Saskatoon.

The lowest or any tender not necessarily accepted.

F. E. HARRISON, Mayor,
Chairman of Commissioners.
Saskatoon, Sask., April 3rd, 1913.

(See also page 151 for tenders).

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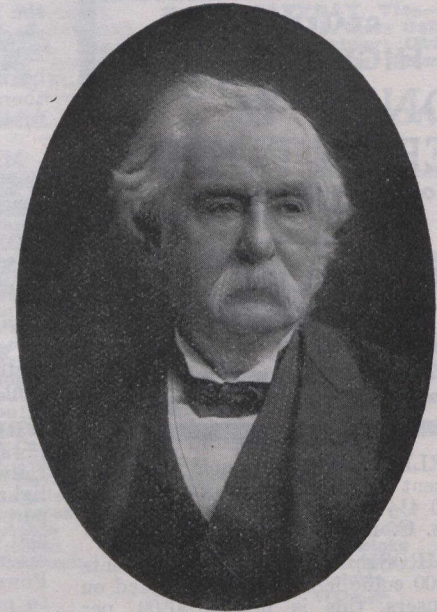
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Engineers—And**Mr. Thomas C. Keefer, C.E., C.M.G., LL.D.**

(McGill.)

Whose biography appeared in our last issue. Mr. Keefer is the leader in the engineering profession in Canada, and has just been deservedly elected an Honorary Member of the Institute of Civil Engineers (Great Britain.)

New Westminster's Factories

New Westminster, B.C., although unaccountably omitted from the industrial census figures issued from Ottawa, has by far the greatest manufacturing output per head of population of any city in the west of Canada and probably in the whole of the Dominion. What is more, in direct comparison with the other cities of the west, according to figures carefully compiled and estimated by the Progressive Association, New Westminster ranks third, being surpassed in this respect only by Winnipeg and Vancouver, the latter with a population of some 150,000 as against the Royal City's 17,000.

Here are the approximate figures: Winnipeg, Man., 177 establishments; employees, 11,705; payroll, \$16,146,070; production \$32,699,359;

Vancouver, 130 establishments; employees, 8,966; payroll \$4,019,658; production \$15,668,483;

New Westminster, 61 establishments; employees, 2380; payroll \$2,145,856; production \$7,267,620;

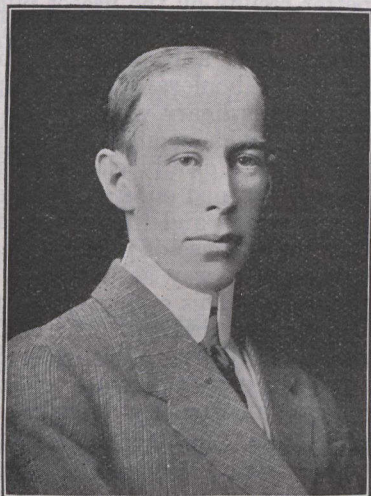
Calgary, 46 establishments; employees, 2,133; payroll, \$1,569,589; production, \$7,751,011;

Victoria, Edmonton, Brandon, Portage la Prairie all stand lower on the list than these four cities.

Percentage figures are even more remarkably in favor of New Westminster. It is found that in the city on the Fraser, thirteen of every hundred of her population of 17,000 are actually employed in productive work, while in Vancouver the same can be said of only 5½ per cent.; in Calgary, of 3¼ per cent. and in Victoria, of 4 1-5 per cent.

what they are doing

A System for Sprinkling Boulevards



A. C. D. Blanchard, C.E.
City Engineer, Lethbridge, Alta.

The peculiar characteristics of a city built on the prairies afford an opportunity for the exercise of ingenuity which perhaps is not required to so great an extent in cities in the East. Towns in the West, as far as location is concerned, are usually dependent upon the plans of the railroads, springing up as they do with the railroad station as a nucleus. Frequently this means that an otherwise desirable site for a city is impossible on account of the facilities for transportation.

The City of Lethbridge, while situated near the Belly River, is over three hundred feet above its level, and it is thus dependent on the rainfall for the natural supply of water for its parks and boulevards. The rainfall in the country lying to the east of the mountains is less than in most parts of Canada, and, in order to properly nourish the green spaces of the city, we have adopted and developed a method for artificially watering the boulevards of the city which may be of interest.

In early days the small town was supplied by irrigation ditches which led from the main ditch a mile or two from the city limits to the heart of the town. These ditches were gradually done away with as the city grew, on account of their undesirable nature, standing in the way as they did of the general improvements being carried out. It was therefore necessary to substitute an alternative supply of water for irrigation purposes. In consequence provision was made to utilize the City water supply as the source.

The water is drawn from the city mains by means of an ordinary curb cock connection, and through a riser pipe of galvanized iron, water is forced into the sprinkling pipes which extend throughout the length of the boulevard. The department of Parks and Boulevards maintains an employe whose duty it is to turn on the water and allow the boulevards to be sprinkled from the piping system.

The pipes are one inch in diameter with holes at intervals of from eighteen inches to two feet. In past years the holes have been made by a drilling with a

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very small drill, approximately one-twenty-fourth of an inch in diameter. This year, however, we have been able to get better results by the use of punches. The orifice is made by punching the pipe nearly through in the City Shops with a broad punch before being brought out on to the boulevards. The pipes are then connected up in the ordinary way, resting in a groove in the turf made just wide enough to hold the pipe; and after pipe for the length of a block has been connected up and the pressure turned on, a man is sent over the line with a sharp punch and the orifices are punched through. With the exercise of proper care the orifices can be made in such a way as to obtain a uniform spray from each one. This system seems to be better than the old method of drilling. The connections are made at intervals sufficient to allow each of the orifices to discharge under a proper pressure: usually one connection every three hundred feet is sufficient.

Where the boulevards are flat the pipe is laid along the middle of the strip. Where the sidewalk is elevated to any extent above the curb there is of course a sloping boulevard, and the pipe may be placed close to the edge of the walk, allowing such portion of the lawn as is not reached by the spray itself to be watered by the trickling of the water which has already fallen on the grass nearer to the sprinkling pipe. Under such conditions, having the pipe near the edge of the walk, the lawn is more easily kept cut and in good condition than where the pipe extends along the centre of the boulevard strip. Special orifices are made where necessary in order to water the trees along the line. The sod at the base of each tree is cut away so that a small pool may gather.

The apertures in the pipes should be drilled or punched as small as possible, so as to obtain the greatest possible spray effect. While the punch idea works out to be much the better, it is always a difficult matter to punch galvanized pipe, and in some cases a pipe length may be spoiled on account of the distortion caused by blows. With practice, however, the damage from punching is almost negligible.

In many cases considerable pipe fitting is necessary in order to pass the short cross walks over the boulevards with the piping. These crossings are usually of concrete and in the case of private walks the pipe is laid over the concrete slab, but at the street intersections it is carried out to the curb and rests in the gutter until beyond the cross walk, and is then returned to the boulevard. The early system of laying pipe over the top of these concrete cross walks has been entirely abandoned and the new arrangement is much more satisfactory. In the sidewalks which we are building this year, where the boulevard sprinkling pipe should pass the cross walk a groove is being left in the walk just sufficient to carry the pipe across. This will eliminate the necessity of so many turns at the corners which are always a source of great expense and inconvenience.

Since the water required for the irrigation of the boulevards is considerable, and since the demand is greatest at times when there is a large drain on our water supply, and since also the pumping of the water is done against a head of four hundred feet, it is necessary to be as economical as possible in the use of

what they are doing

this water. This is accomplished by the use of as fine an orifice as possible, and careful attention on the part of employees to regulate the quantity to the minimum necessary.

The cost of the work as carried out in the city amounts to about fifteen cents per linear foot of pipe, divided as follows: cost of pipe and drilling or punching holes, eight to nine cents per foot; laying and fitting, one to two cents per foot; connections with water main fifteen dollars each, or, if they are placed once every three hundred feet, about five cents per feet of boulevard piping.

Greater Winnipeg Water District.

The whole of the City of Winnipeg, the City of St. Boniface, the Town of Transcona and portions of Assiniboia, Kildonan and Fort Garry and St. Vital have come into the Greater Winnipeg Water District.

The Railway Companies, and particularly the Canadian Pacific Railway Company, very strongly objected to being taxed for the supply of water. The C. N. R. and the G. T. P. stated that as they were already taxed under the Railway Taxation Act, they did not think they should be taxed under the Water District Act. The Canadian Pacific Railway Company, while availing itself of the arguments in respect of exemption under the Railway Taxation Act, claimed that as they enjoyed complete exemption from taxation in the City of Winnipeg, they should not be taxed for bringing in soft water to the City, or to any district where they might be operating. Notwithstanding that it was an argument advanced before for procuring a visible course of supply of soft water that the Railway Companies specially favored it, all three of the trans-continental railways strongly objected to being taxed for bringing this water into Winnipeg or the surrounding districts. The Midland Railway Company, however, offered no objections.

The sympathy that the Railway received from the Committee made it necessary to amend section 63, which was intended to be amended so that no municipality in the Water District should be obliged to furnish water to any of the railways unless the railway companies were willing to come into the District and submit to being taxed the same as other people were. The railway companies, therefore, cannot claim any right to use the water which is furnished by the Greater Winnipeg Water District Corporation unless they are prepared to submit to the burden that other people are bearing in bringing in the supply.

The City of St. Boniface was granted a special privilege of making up out of its general taxes, a sufficient sum to cover the church exemptions there, so that under the act, the right to assess for the purposes of the Water District may be summarized as follows:—

All the real estate in the area described as the Water District, excepting railway, Dominion, Provincial or Municipal lands, public schools, hospitals, lands belonging to incorporated agricultural colleges, burying grounds not exceeding 20 acres.

So far as the City of Winnipeg, however, is concerned, whether the City shall come into the area or not has to be determined by the vote of the electors qualified to vote on the money by-laws, and machinery is provided for submission to the electors of the question.

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what they are doing

success. This tar is sufficiently fluid under ordinary temperature to run freely from the tank cars in which it is shipped. Before applying the tar the road surface must be cleaned of all dirt so as to expose the stone surface. The cleaner the surface of the street the better will the result be in the end. If any cakes of dirt or screenings are allowed to remain on the surface then the tar will not penetrate into the macadam but will instead be absorbed by the layer of dirt or screenings, the first heavy rain will simply loosen the dirt layer and the street will in consequence become muddy. The street may be swept either with a rotary street sweeper or with push brooms. The former method is the more economical but is somewhat objectionable on the part of the public on account of the raising of dust while the sweeping is being done. The raising of a dust while sweeping may be lessened somewhat by sprinkling lightly with water previous to sweeping.

The tar is hauled from the tank cars to the street in wagons equipped with a sprinkling attachment attached to the rear of the wagon. Several such attachments are on the market, the general principle of all being the same. Suitable regulating valves are provided on the attachment which makes it possible to gauge the quantity of tar to be applied. In practice about one-third of a gallon of tar is applied per square yard of street surface.

The tar, especially during warm weather, penetrates into the surface of the macadam sufficiently at the end of from six to twelve hours to enable the street to be thrown open to traffic. The efficiency of the tar as a dust preventative lies in the fact that it penetrates the surface of the street from one-fourth to one-half inch and firmly binds the stone in place.

The cost of the cold tar application described above is about 1-9-10c per square yard. In order to get the best results a second application of tar should follow the next season after the first application. These two applications will then be sufficient for the two or three following seasons.

Is New York alone in this?

There are a score of things which the community could do to help save outcasts children and parents from the conditions that debase them. These things are being done in cities all over the civilized world. They are listed in the report of the City's Commission on Congestion of Population. But they are not done and they cannot be done, because we, the people of New York, do not care whether they are done or not. We have proclaimed ourselves a sovereign people, and we are more guilty in our sovereignty than the most inhuman tyrant that ever oppressed the weak. In no other city of the world, either civilized or barbarous, are the poor so shamefully housed as in New York. They die of tuberculosis by the tens of thousands in dark, unsanitary rooms unfit for habitation. The rate of infant mortality is so high that we out-Herod Herod in the massacre. And the physical conditions of life are so vile that the virtue of the hardest race that comes to us from the Old World has broken down under the pressure of degeneration that we have put upon it.—Harvey J. O. Higgins, in Collier's.



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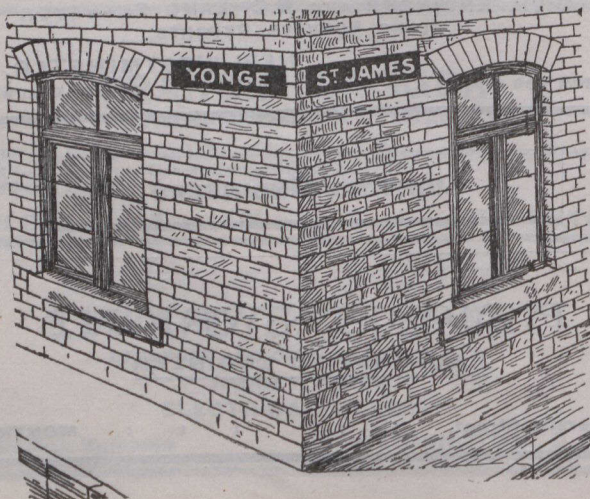
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