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AND REVIEW OF CIVIC IMPROVEMENT

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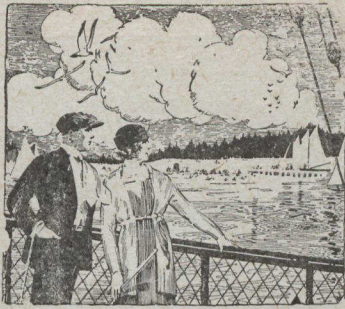
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## CANADIAN MUNICIPAL JOURNAL

### TRADE DEPARTMENT

To Municipal Executives, Secretary-Treasurers and Engineers:

We are about to organize a TRADE DEPARTMENT in connection with the Canadian Municipal Journal; the idea being to briefly explain with illustrations, those commodities in the Journal's columns that are applicable to and used in municipal construction, public works and municipal offices.

The commodities will cover a wide range, from an electric light standard to a street sweeper, and will include:—

Architectural Supplies.  
Artificial Stones.  
Automatic Telephones.  
Batteries.  
Belting.  
Boilers.  
Bond Papers.  
Bridges.  
Cables.  
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Concrete Steel.  
Concrete Mixers.  
Cement Supplies.  
Concrete Reinforcements.  
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Electric Wires.  
Engineering Supplies.  
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Fire Alarm Supplies.  
Fire Engines.  
Gas Engines.  
Gas House Supplies.  
Jail Cells.  
Playground Apparatus.  
Lighting Apparatus.  
Lithograph Work.  
Meters.  
Office Supplies.  
Office Apparatus.  
Ornamental Iron Work.  
Numbers for Streets.

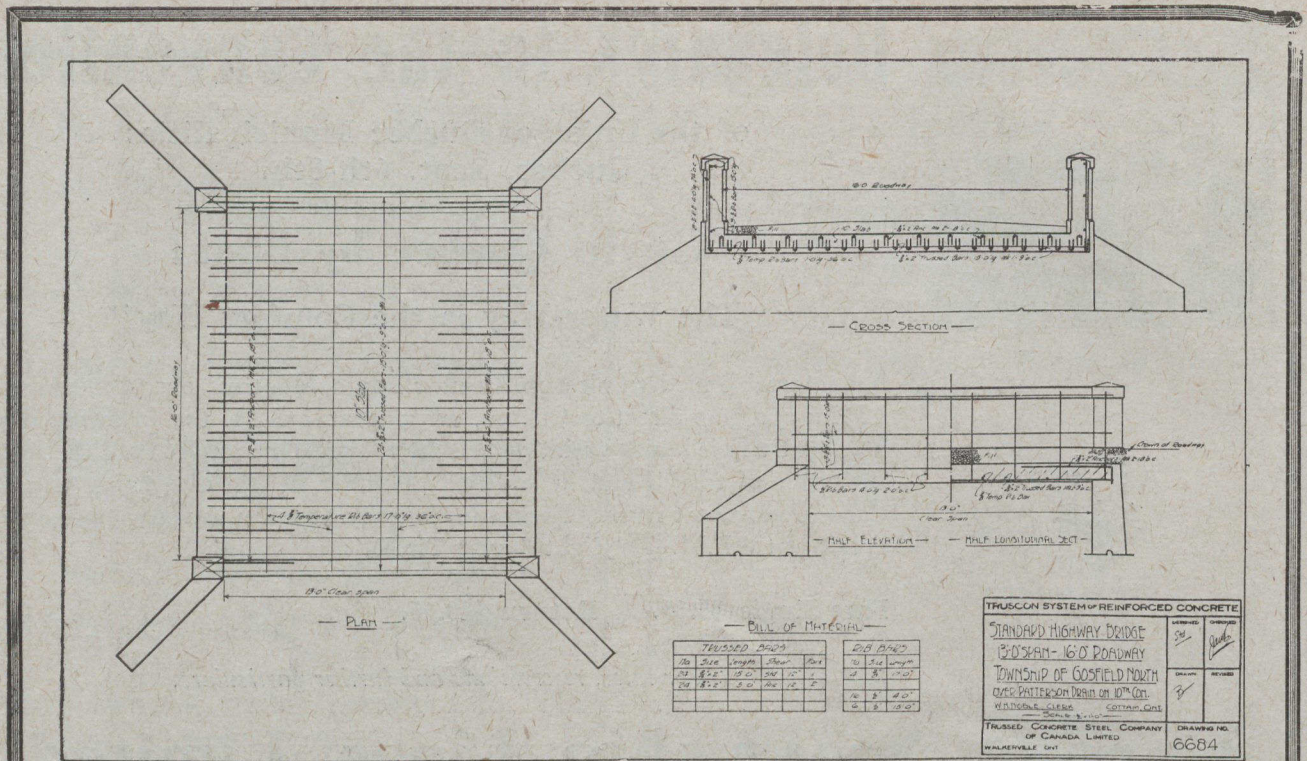
Pavements.  
Police Supplies.  
Road Machinery.  
Road Preservatives.  
Road Rollers.  
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Sewer Supplies.  
Steam Engines.  
Street Names and Numbers.  
Street Sprinklers.  
Safes and Vaults.  
Stationery.  
Telephones.  
Telephone Supplies.  
Vaults.  
Wire Apparatus.

The purpose of the new departure is not propaganda for any particular commodity or device but to bring to the attention of civic officials and executives a few of the many improvements which are specially adapted for municipal purposes.

The Trade Department will introduce itself by taking up a section of an early issue of the Journal, in which will appear illustrated talks on those things that will help in municipal construction and maintenance.

C. V. ROGERS, Secretary.





Drawing of Standard Bridge

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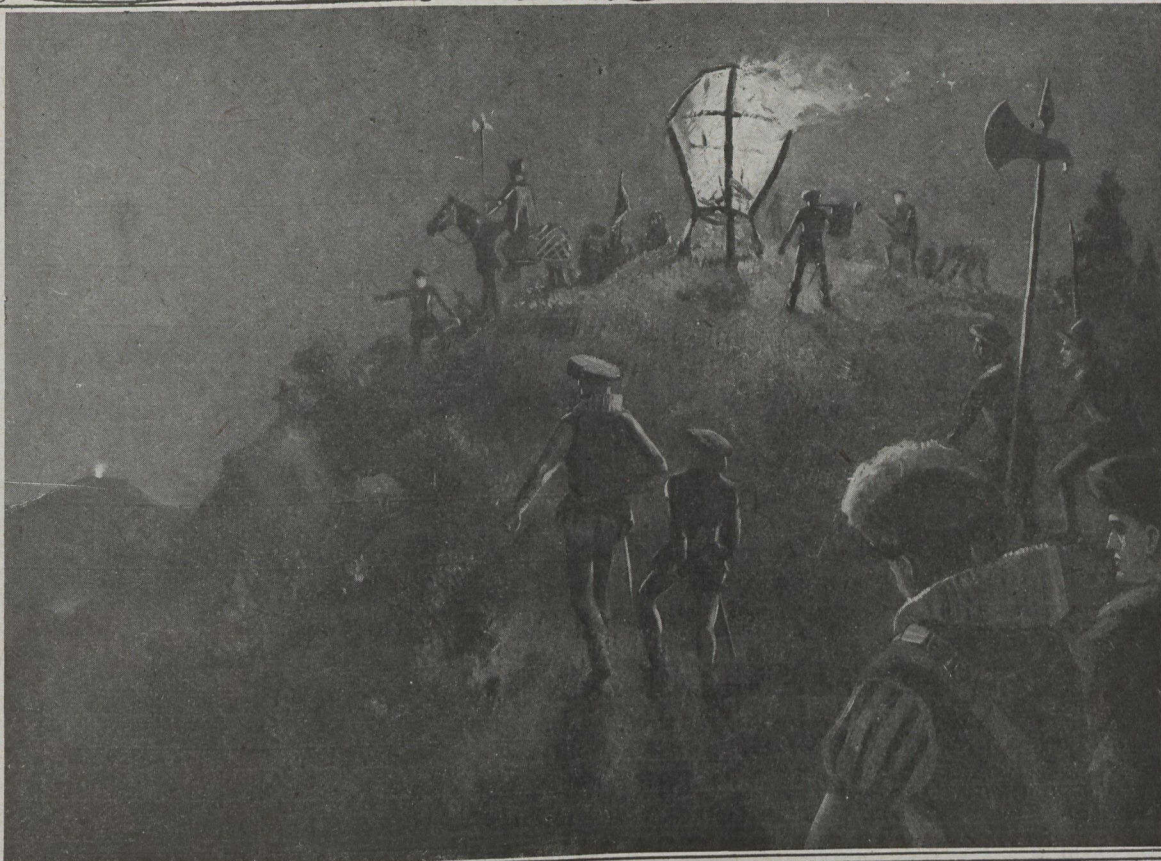
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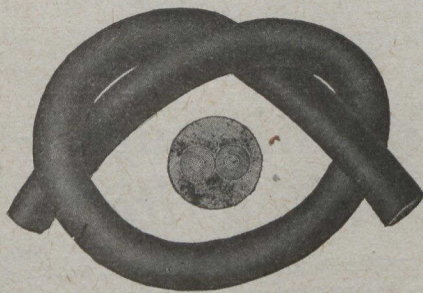
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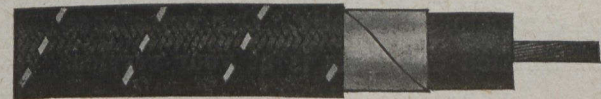
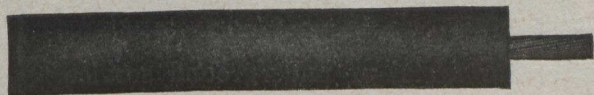
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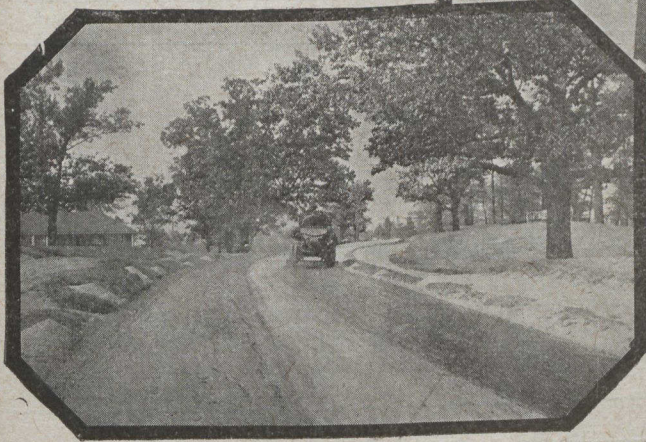
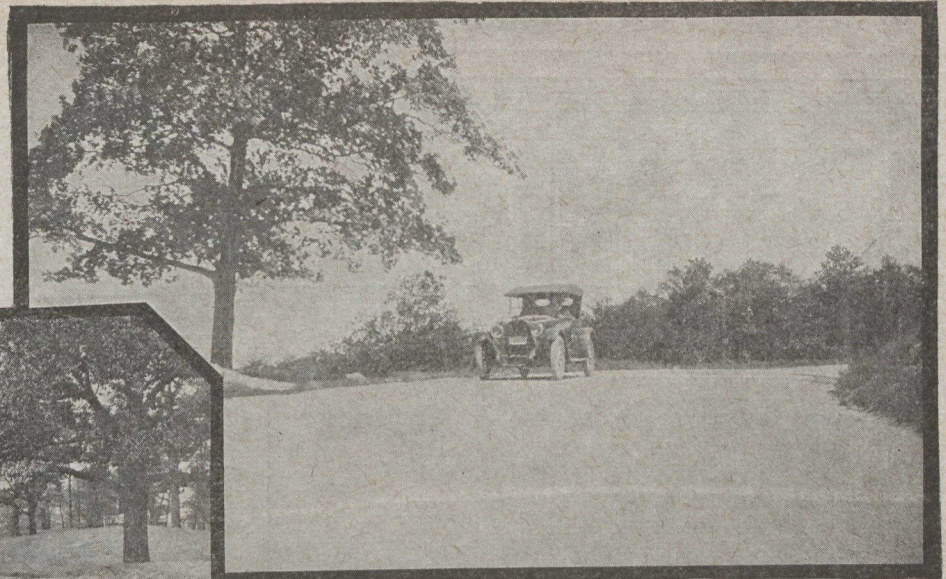
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*Below: Motor truck distributor spreading final seal coat of "Tarvia-B."*



*Main Driveway, High Park, Toronto. Constructed "Tarvia-X" 1920.*

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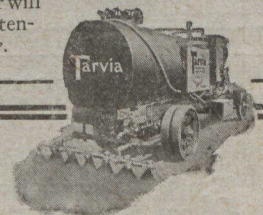
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FREDERICK WRIGHT, Editor

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NO. 8

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## The Last Post Fund

There has been in existence for some years in the city of Montreal a society known as the "Last Post Fund," aims and objects of which were, two years ago, published in a series of articles in this Journal by Mr. A. H. D. Hair, one of its founders and its present secretary, but for the benefit of new readers we may state that the purpose of the society is "to secure to every ex-service man or woman of the Empire, dying in Canada, a decent and honorable interment, ultimately placing this as an obligation on the nation, and one not to be left to private charity." And while the larger part of the activities of this excellent organization has been confined to Montreal, it has lost no opportunity, when funds would allow, to spread its ideas throughout the Dominion. During and since the great war, its duties have perforce been increased to such an extent that the executive some time back made an attempt to secure financial support from the Dominion authorities, but so far such assistance has not been forthcoming, though promises of all kinds have been made. Why there should be so much indifference on the part of the Dominion Government to such a recognized obligation on the part of the nation to give decent burial to those who have served it on the field of battle is beyond our comprehension. The United States has for a long time not only recognized its obligations to its dead heroes by giving them burial at the cost of the state, but keeps their memories fresh each year by a National Memorial Day. Canada, with the exception of the

Last Post Fund has no organization of any kind to carry out such a work, and as already stated in this journal this organization has been crippled for want of funds. The remarkable thing is that it has done so much with so little money in fact, if it had not been for the splendid spirit of the executive and one or two loyal friends the Last Post Fund would have been closed long ago. But such was the sense of public duty of those Canadians that they would not give up. They had confidence that sooner or later the government would either take the burden off their hands entirely or grant a sufficiently large subsidy to enable the Fund to function, as it should do, in every part of Canada.

In April of this year Dr. W. H. Atherton, the President, and Secretary Hair appeared before a special committee of the House of Commons to place the case of the Last Post Fund, but nothing has as yet come of it. Why? Surely parliament, as representing the people, must realize its responsibility in this post-war problem. To honor the dead soldier is the greatest privilege of a nation, for is he not typical of the highest form of patriotism? And in no country in the world, in proportion to her population, is there such an opportunity as there is in Canada to show reverence to those who have fought her battles. A National Decoration Day to honor the last resting place of the man who "did his bit" is a great idea, worthy of those who conceived it. It is for the Canadian people to carry it out.



## The Mental Hunger of Main Street

In a recent article the editor of the "Century" stated that "there has never been a keener mental hunger on Main Street than there is to-day." The writer was referring to the human problems of the world, as they affect foreign affairs, national politics, business and industry, the complexity of modern life and so on. He maintained that what the people wanted were authentic information, less platitudes and rhetoric, and more intelligent leadership; "there is not a Main Street in the world on which may not be found a healthy number of men and women who will eagerly respond to such information and such leadership."

In the above statement is epitomized exactly the mental attitude of the average citizen of to-day, an attitude brought about largely but not altogether by the war. New conditions have been forced upon him that he does not quite understand, and which no one seems able to explain to him. The old school of leaders and politicians attempt to explain away this public mentality as a brainstorm of a momentary character that will soon pass. Instead of passing away the new conditions, which are more than a state of mind, have accentuated themselves to such an extent that the average person is dissatisfied with himself and his environments, and his teachers. He realizes, as he has never before, that he has a responsibility to his neighbors, but he is not certain just what that responsibility is. He feels that the public men of his country have fallen down in attempting to diagnose the new disease in the body politic, consequently he is befogged despite the many articles that have been written for the purpose of finding a solution to the problem of right living.

To take the returned soldier first. While in France he was told that he was fighting for better economic and social conditions. To-day he is not only the principal sufferer from unemployment, but the years he spent fighting for his ideals are now telling against him in favor of the man who stayed at home and gained an experience that added to his earning value in the industrial and business worlds. It is not to be expected then that the returned soldier—the best of our manhood—is satisfied with present conditions, which are so decidedly against him. Take the industrial worker. He is not only dissatisfied with his present condition but sees little hope in the future. His problem is to find enough to enable his family to exist, which in itself is enough to embitter him against present day conditions. Take again the average business man. What with taxes and loss of trade he is in a worse position than ever he was during the whole course of his business life. He is the victim of a series of circumstances that have affected detrimentally the economic life of the country.

In other words, the people of Canada—like all other peoples—are to-day suffering from a war that ceased over two years ago, and those who did the actual fighting are the principal sufferers. It was reasonably expected by the average man that if the law of supply and demand held good, the cessation of production during the five years of war would create such a demand that when hostilities ceased production in every industry would have to be speeded up to keep up with it. That such expectation has not been realized is certainly an indictment of our economists, whose reading and construction of economic law must be faulty. It is either that or our means of international exchange, which are supposed to be based on economic law, are entirely wrong. If, as it is to-day, the question of international trade is a question of exchange, it would seem that finance instead of being the servant of commerce has become the master, and the same reasoning may be applied to inland business, in fact to all business. This is not a healthy state of affairs for a country like Canada that is essentially an exporting country, and a heavy responsibility rests on those whose duty it is to keep the wheels of Canadian industry moving. Canada's very existence as a nation depends on the growth of her industries. When they stop her social life is adversely affected, because of unemployment, and the question arises, where does the responsibility lie? No one seems to know, hence the general dissatisfaction. There was never such an opportunity for intelligent statesmanship as now, but first there must be reliable information as to what the actual economic situation is. With such information, together with brainy, unselfish and responsible leadership at their disposal the citizens of Canada would soon show the world that however great the industrial obstacles they can be surmounted. With the municipal councils the problem of unemployment is very intense inasmuch as they are in direct and daily touch with it. They know the suffering it causes more than any other public body or organization, and no one would welcome such leadership, wherever it comes from, than the mayors and aldermen in every part of Canada.

---

### THE TRUE VALUE OF MUSICAL DEVELOPMENT.

The greatest menace to the musical profession is the anti-musician who has absolutely no appreciation for music, nor any musical understanding, but who persists in excluding music from every gathering, thus discouraging many from studying music. It is evident that some people dislike music and can not see the necessity for musical evolution, but simply because a certain person dislikes music that is no reason why others should be induced to waste musical ambition; but such is frequently the case, particularly with some parents, who consider music an idle diversion and money expended for musical instruction an absolute waste.

If non-musical parents were instructed along musical lines and were taught the true value of musical development, there would be many more greater musicians existing to-day. While music is studied more exclusively at the present time than ever before and most homes are supplied with musical instruments, it is nevertheless true that music is the least understood of any branch of learning.—Montreal Standard.



## Provincial Unions and Conventions

We congratulate the Union of New Brunswick Municipalities on its successful convention which was held last month in St. John. As this was the first meeting since 1916 its success is all the more creditable to the executive, particularly Mr. J. King Kelley, K.C., the energetic secretary who bore the brunt of the work. The paper and the addresses were all of a high order and the business gotten through — which took a day longer than the scheduled time—showed that a keen interest is being taken in local administration by the councils of the Province. Also last month the Nova Scotia Union held its annual convention, which under the able direction of Mr. Arthur Roberts, the secretary, was quite up to the usual high standard that the conventions of the union set many years ago. They take municipal government in the Maritime Provinces very seriously, and no phase of it is too big or too small to discuss, and, if found to be practicable, acted upon.

In the Province of Quebec the Provincial Union held its convention in the old City of Quebec, the principal feature of which was the discussion of the industrial development of the province, not only as it affects the municipal administration, but the in-

fluence of good local government in the advancement of the local industries. In the Province of Ontario the Municipal Association held its twenty-fifth meeting in Toronto, and Manitoba, Saskatchewan and Alberta also had their conventions, and British Columbia is holding its meeting this month. What with the Provinces of Alberta and Saskatchewan each holding two meetings—one for the urban and the other for the rural municipalities—and the Union of Canadian Municipalities convention at Ottawa, municipal Canada will this year—counting a large sub-convention of the Quebec Union—have held twelve gatherings of municipal men, not a bad record of the advancement of municipal development in Canada. As a matter of fact there is no other country where such a spirit of “get-together” is so real amongst municipal men as in Canada. What is more, there is no department of public service so well served with its own press as is municipal Canada—outside our own two journals, the “Canadian Municipal Journal” and “Le Québec Municipal,” the Province of Ontario is specially served by the “Municipal World” and the three Prairie Provinces by the “Western Municipal News,” each publication in its own way working for the common purpose of building up the civic life of the country.

## Cement---In Canada

The manufacture of cement in Canada is a remarkable instance of a demand creating an industry. Previous to 1890 all the cement consumed in the Dominion—amounting to 120,000 barrels per year—was imported. Since that date the yearly consumption of cement has increased until in 1913 it reached 8,913,014 barrels, all of which, with the exception of 3 per cent., was manufactured in Canada itself. Since 1913, because of the war, the consumption has lessened, though in 1920 it began to pick up again when the consumption was 5,837,983 barrels, of which half of one per cent. only was imported. The Canadian cement manufacturers more than kept up with the home demand; they exceeded it to such an extent that to-day the annual capacity of Canada's cement mills is 13,500,000 barrels, or 50 per cent. more than the peak year of 1913, meaning that in Canada there has grown up an industry in cement that not only supplies all the wants of the home market but produces high quantities for export. What is more this industry has grown to its present size without the aid of protective duties, as instance, the low import duty on cement of 16 per cent. as against 35 per cent. on most other imported manufactured goods. As a matter of fact the Canadian cement industry has attained its impregnable position in this country by efficiency in administration and production.

The Canada Cement Company, which has a combined annual capacity of 11,700,000 barrels in its fifteen plants, or about 90 per cent. of the whole producing capacity, naturally sets the pace in Canada, and so complete is its organization, from the digging of the soft stone to the selling of a single bag of cement, that it can, and does, manufacture and sell cement at prices so low, considering the quality, that even the highly organized American

manufacturers cannot attempt to compete with this company; at least in its home market.

The policy of the Canada Cement Company in making it easy for the small consumer—municipality or individual—to secure, through the local dealers, cement at as low a price as large consumers, is a wise and constructive one, inasmuch as it encourages the use of cement amongst a larger number than would be the case if the prices were graded according to quantities. The municipality or farmer who will use a few barrels of cement to-day will use more to-morrow, for cement is an article that has many uses, and only familiarity with it brings out its many traits.

### QUEBEC FESTIVAL

With the title “Quebec Festival” the Canadian Government and the Grand Trunk Railways have got out an exceedingly attractive little booklet. It is well illustrated, with all kinds of views: seashore, city, streets, fine buildings and pretty rivers, old forts and fishing scenes.

The charm of Ancient Quebec is well brought out, and this is a great attraction to the tourist who knows only the modern city, and enthuses over the quaint scenery that is to be found in the quiet little towns and villages in the Old Province.

Practically, the whole of the many places of interest—and there are many—comes into the booklet, both in picture and reading matter, so that anyone by reading it carefully has a very good general idea of what is to be found of interest in the province.

The typographical work is of the best, and the booklet reflects great credit on the advertising department which had the production of the work.



## THE GREATEST BUSINESS ENTERPRISE OF ALL AGES

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No factor in human experience, save labor, affects the comfort, happiness, and prosperity of a people to such a degree as transportation, and the greatest factor in the transportation of the future is contained in the modern development and improvement of the countless railless highways of commerce.

This undertaking involves the investment of the people's money in such large sums that it staggers the most vivid imagination. The investments of the railroads, in their palmiest days of expansion, shrink to paltry sums in comparison with the appropriations already made for highway improvement by many of our states and the Federal Government.

Not only has real activity in this great enterprise hardly begun, but it may be truly said the people generally have little conception of either its magnitude or import, and are not sufficiently informed of its potentialities to give it such intelligent consideration as would be imperative to the success of any large undertaking; and if the disastrous consequences of incompetence and mismanagement are to be prevented the people must be awakened to the danger.

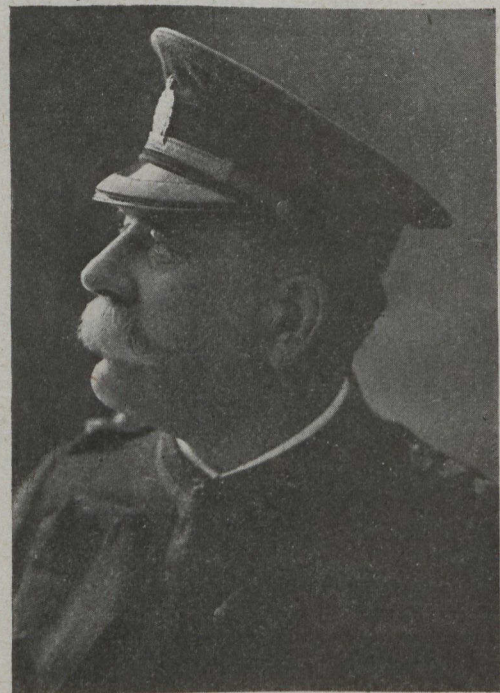
Can one conceive of the vast sum of five billion (\$5,000,000,000) dollars being spent for public highways alone? Yet approximately that sum is to be spent in the United States and Canada during the next ten years in railless-highway development; more than one-fifth of that amount has already been appropriated.

Now, the question is: How is this fabulous sum to be spent? By whom, and for what? Obviously, the greatest business enterprise in the world's history cannot be successfully carried on by novices or the driftwood of society's economic failures. It requires the best character, engineering skill, and ability extant to solve the problems involved, and only such should be employed.

In the world's market for brains, trained ability, and experience, the bids should be for the best that money will attract, to carry on this colossal work; otherwise true progress will be impeded while the people's money is being worse than wasted. Highway-Improvement activities should be divorced from politics; the best men available should be selected, and retained permanently or as long as they render good service; and they should be given authority to build the types of highway best suited to the traffic needs, and held accountable for so doing. What business undertaking could succeed if the management were periodically changed? How important it is that the development of the great modern highways shall not be characterized by the waste and corruption often incident to political changes and interference. The great Lincoln's advice, "It is no time to swap horses when you are crossing the stream," is as pertinent here as in the circumstances under which it was given.

There are many types of hard-surfaced highways, but the test of long experience under the most severe traffic conditions should decide the choice. That type which, under modern truck and automobile traffic, over a stretch of fifteen or twenty years, will afford—whether wet or dry, hot or cold—an even, hard, safe, dependable, all-the-year-round road, for the lowest ultimate total cost (namely, first cost plus maintenance) is the type that will always be chosen by the best-informed and most conscientious engineers, where funds are available to build them, since the best, whatever the first cost, is cheapest in the end. Such are the great modern improved white highways of Wisconsin, Pennsylvania, Michigan, Ohio, Connecticut, New York, California, in the United States, and the Toronto-Hamilton Highway in Canada, which are not only of national renown and attract millions to ride over them, but in their consummation have created and built into the communities they traverse untold millions of wealth, compared with which their cost has been as nothing and in their processes of development the eminent and nationally-known highway experts of those states are building monuments of such enduring character and permanent usefulness to society that their names will go down in highway history as among the greatest benefactors of the commonwealths which their abilities and expert knowledge have served.

The permanence and utility of a road should be built into it at the outset, both of which can be attained by the adoption of suitable type and design, and honest construction under proper supervision.



CHIEF OF POLICE BELANGER  
of Montreal.

1st Vice-President of Chief Constables' Association.



**MUNICIPAL FORESTS**

A rather unusual form of municipal ownership is that of municipal forests. Over 200 cities in the United States own and operate—if it can be called operating—municipal forests.

Chicago owns a forest of 18,000 acres.

Colorado Springs owns a forest of 17,000 acres; Denver, 7,000 acres; Fall River, Mass., 3,000; Holyoke, 2,000; St. Paul, 1,400; Newark, N.J., a watershed forest of 20,480 acres; Salt Lake City, a 25,000-acre forest, and many other cities smaller tracts.

**DETROIT MAKES RECORD WITH MUNICIPAL STREET CAR LINES**

Detroit is making quite a remarkable record in the construction of its municipal street car lines.

Work commenced April 6, 1921.

Cars commenced operating over the first unit on February first.

At the rate of construction reached when winter set in, it was proven conclusively that progress can be made this spring and summer at the rate of one mile of completed track per day.

Starting on April 6, 1920, with no street railway organization at all, the Board of Street Railway Commissioners has in less than one year accomplished the following stupendous tasks:

Built up a complete street railway organization in 10 months.

Secured rails, wire, ties and all necessary materials which the Detroit United Railways (the private company) said could not be obtained.

Built 18½ miles of track—a record that was surpassed by the D. U. R. only once in the past ten years—in 1916 when they built 23½ miles. Their average per year for 10 years has been only 8.8 miles.

Put into operation 13 miles of track; now carrying passengers at the rate of 2,000,000 per year.

Proved that a five-cent fare is sufficient.

Developed new type of track construction, reducing cost from \$97,000 per mile to \$62,000 per mile.

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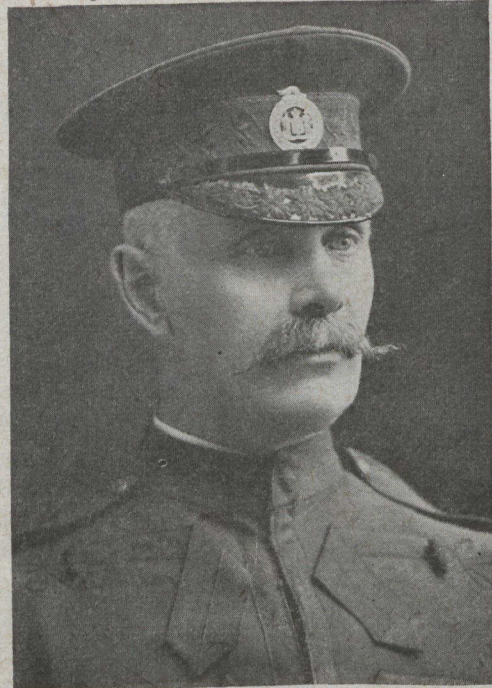
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**CHICAGO'S MUNICIPAL WATER WORKS.**

Value of the system — approximately \$70,000,000.

- Practically all paid for and out of debt.
- Municipally owned and operated.
- Annual profit—\$3,000,000.
- Six intake cribs.
- Nine large pumping stations.
- Forty-five pumping engines.
- Fifty miles of tunnels from five to fourteen feet in diameter.

Twenty-eight hundred miles of cast iron pipe from four to forty-eight inches in diameter.

Three hundred thousand taps.

Six hundred million gallons of water pumped every day—259 gallons for every man, woman and child in the city

Average cost of service to ordinary consumer about \$1.00 per month or \$12.00 a year.

Eight hour day, and standard trade union conditions for labor, best in the country.

**HYDRO ELECTRIC POWER OF ONTARIO**

**Report Shows Balance of Nearly \$3,000,000.**

A surplus of nearly three million dollars and reserves totalling nearly eleven million dollars are shown in the financial statement of the Hydro-Electric Power Commission of Ontario, in the Niagara System for the period ending December 31, 1920. The Niagara system embraces 167 municipalities, rural districts and companies. The statement shows total assets of \$73,052,213.70; liabilities \$59,362,017.20, and total reserves \$13,619,196.50. During the period 1913-1920 co-partners in the undertaking have been remunerated to the extent of approximately eight million dollars through the medium of rate reduction. Under the head of assets the statement shows: Plant (lines and stations), apportioned to municipalities, \$14,969,018.65; municipal systems, and other plant assets, \$30,776,611.56; development plant at Niagara Falls, etc., \$27,306,583.49. Under liabilities appear: Borrowing from Provincial Government, apportioned to municipalities, \$14,969,018.65; municipalities' debenture debt, and other liabilities, in respect to local systems, \$18,640,645.20; Ontario Power Company's debenture debt and other liabilities in respect of development, plant at Niagara Falls, \$25,752,353.35.

For the year 1920 a revenue of \$8,542,304.27 was received from the Hydro customers of the Niagara system, and the total cost of supplying the service was \$7,890,585.33, leaving a surplus for the year of \$651,718.94. A sinking fund is being provided to liquidate the funded debt and rebuild the whole plant in twenty-five or thirty years.

**INTEREST IN TREE PLANTING**

In Eastern Canada Provincial and municipal authorities are engaging in the work of tree planting both for timber production and to hold sands from drifting over good land. In Western Canada dozens of cities and towns are planting trees along streets and in parks, while thousands of farmers are setting out shelter-belts and wind-breaks. This increased interests augurs well for forest protection, because people who value trees enough to plant them are not going to allow growing forests to be burned up without demanding a reason.

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CAPITAL (PAID UP)...	\$22,000,000
REST .....	\$22,000,000
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TOTAL ASSETS .....	\$507,199,946

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We offer Public Bodies, as well as private individuals, an efficient Banking System built upon personal service to our depositors.

**The Royal Bank of Canada**

Total Assets: \$530,000,000.



## THE IMPORTANCE OF ZONING

Charles H. Cheney, Technical Consultant in City Planning at the City Club under the auspices of the Chicago Zoning Association.

"Zoning regulations naturally involve two problems—the protection of business and industry or working conditions, and the protection of living conditions and homes.

"We realize now, to our cost, the great losses we have incurred by not protecting certain kinds of offices and business from the encroachment of industries, or of protecting industries from the conflicting interests of residence owners which hold back industries to a marked degree. Every city should include certain areas or zones established by city ordinance in which the industrial builder or developer will know that his interests are paramount and that he has complete freedom of action.

"The small residence owner in an industrial area is the greatest stumbling block to industrial progress. He will not stand for spur tracks in the sidewalks or elevated sidewalks for deliveries and he cannot afford to pay the necessary assessment for extra wide heavy hauling pavements, or for extra large, high pressure water mains for special fire protection or for larger sewers for industrial wastes, or for many of the other most important improvements necessary to modern business. A number of our Pacific Coast cities and more recently Newark, N. J., and other eastern cities have, therefore, established permanent industrial zones in which new residences are prohibited and industrial interests are paramount.

"St. Louis has a new industrial zone established among others in its general ordinance of 1918 where over \$20,000,000 of new industries have gone in in three years, because they knew it was safe for them to build and that the city would officially protect them and help them to get the needed streets, water, sewer, spur tracks, and other conveniences necessary. It is claimed in St. Louis that many of these industries located there in preference to Chicago because there are no such officially protected zones in Chicago as yet.

"On the other hand it is very important to industry that there be large areas adjoining them, set aside for modern, attractive workers' homes. Many cities of the country now have considerable portions near the industrial district set aside for the building of single-family homes only. This is a sound city policy because it stimulates home ownership and the greater responsibilities of citizenship among workers which both labor leaders and factory owners are advocating so strongly to-day.

"There are probably many instances in all cities, either in the down town business district or in outlying business centres of banks, mortgage loan com-

panies or private individuals who have made loans on a new building which when first occupied brought in a net return of eight, ten, or greater per cent. only to have this building surrounded perhaps in less than five years by higher buildings which cut off the light and air to such an extent as to cut down rental returns to one and two per cent. and the building is then sold for perhaps less than the amount of the mortgage. The investigations of the Zoning Commission of New York City, prior to the adoption of their zoning law in 1916, brought out hundreds of cases of where this had happened, with its consequent loss and depreciation. There can be no question that a sound zoning law tends to stop this kind of ruin and gives a general stabilizing effect that is very wholesome to investments.

"The value of any zoning law to the city depends almost entirely upon the energy and disinterestedness of the members of the Zoning Commission and of the expertness of the technical advisers whom they employ. Just as a carefully and thoroughly worked out zoning plan may guide the growth with greater profit to all, so a poorly put together and unstudied set of zoning regulations may warp and retard the city's growth.

"The first step is to have competent, technical help to discover completely and present in terms any child can not mistake, what the existing conditions and tendencies of growth are. There should be maps prepared, showing accurately the use of all property in the city, that is whether single-family dwelling, flat or apartment, ordinary retail business, businesses about which there is complaint, such as public garages, dyeing and cleaning works, undertaking parlors, oil filling stations, hospitals, etc., and the two or three various kinds of industries whose interests conflict. There should also be maps prepared showing by some simple designation the various heights of buildings in the city over two and a half stories, and others showing the area of the lots covered, particularly in residence sections.

People were surprised to see, in most of the cities which have already been mapped and zoned, that the average height of buildings is about three stories.

"A careful survey will probably also show a very much larger proportion of blocks and areas in which there are now only single-family dwellings, than even well-informed real estate men would say. In a number of our western cities we were glad to find as high as 89 per cent. of all the buildings single-family dwellings. That is an argument that attracts industries because they want to be in centres of population where workers are contented and responsible home owners. . . . Any zoning plan which does not give large areas to the city permanent protection by excluding everything but single-family dwellings, will not play fair with your working population nor your industries."

St. Thomas, Ont., Horticultural Society, in its annual report says: "War is being waged upon the billboard nuisance and the tacking of cards and signs upon fences and other places without permission of the owner."



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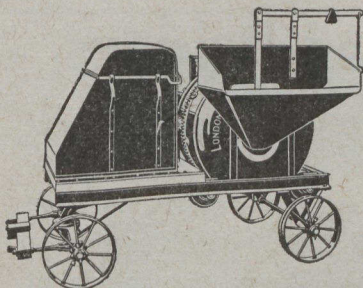
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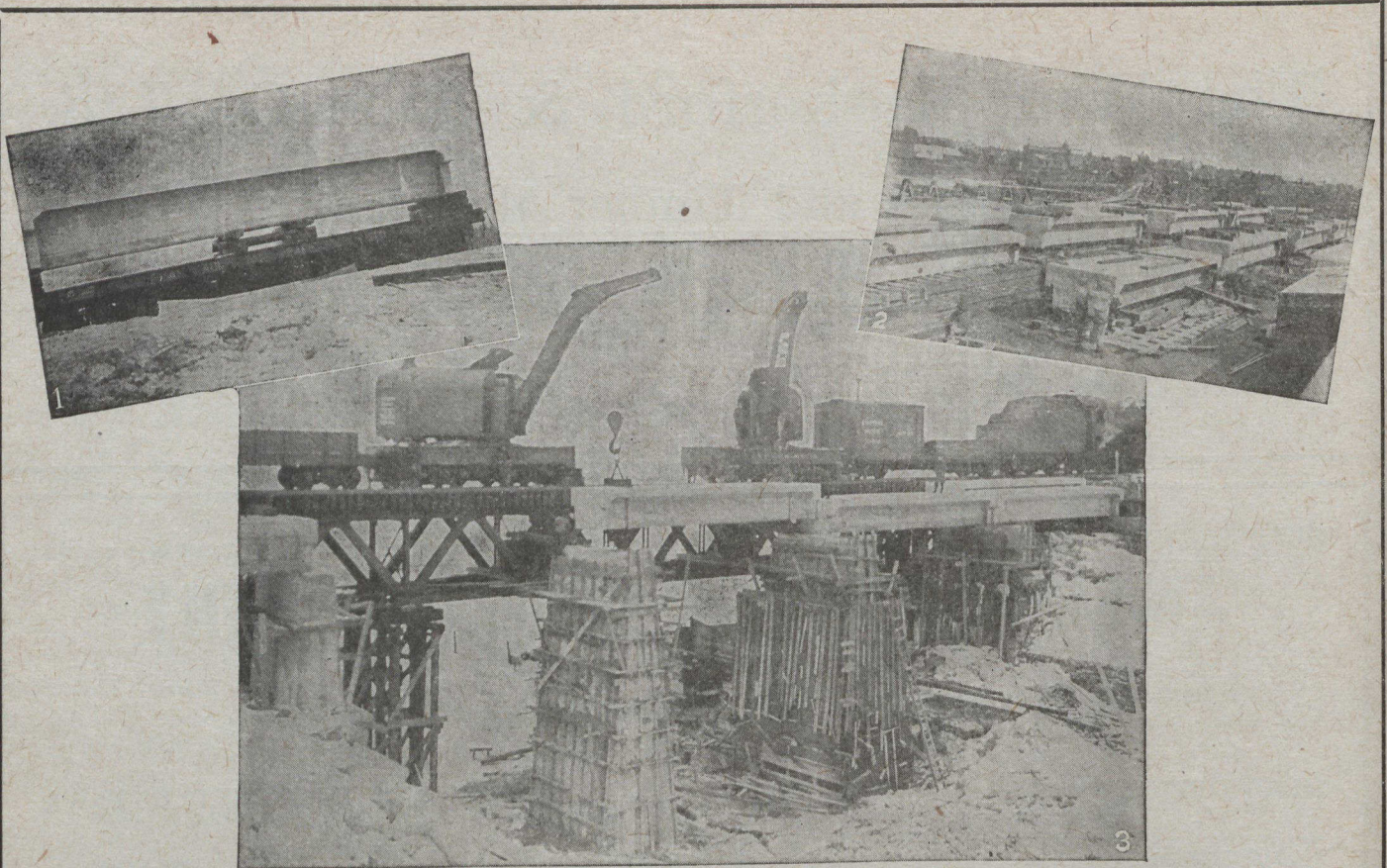
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The method of utilizing Concrete for Railroad Bridges, here shown, permits the replacing of existing structures without serious inconvenience to traffic. The piers and abutments are of the usual monolithic construction. But the super-structure is formed of pre-cast Girders.

A bridge of this type has not only great strength and durability—but also the requisite rigidity to ensure minimum vibration under the live loads that it must sustain.

The Bridge here shown in process of building is the work of Angus & Taylor, General Contractors, North Bay, Ontario.

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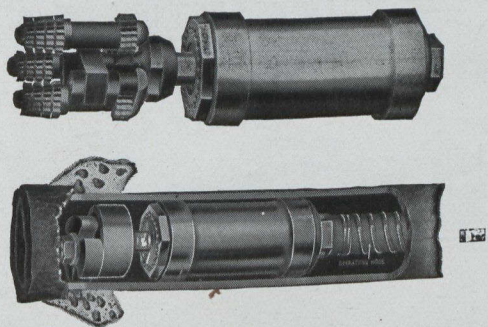
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