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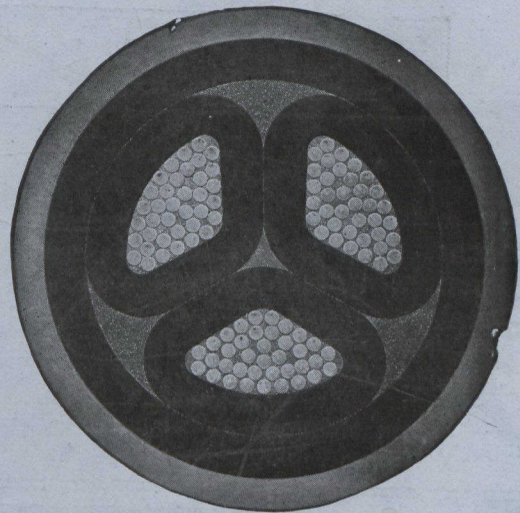
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# THE CANADIAN MUNICIPAL JOURNAL

A REVIEW  
OF CANADIAN  
CITIZENSHIP.

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1918—INDEX—1918

OF THE

Canadian Municipal Journal

A REVIEW OF CANADIAN CITIZENSHIP.

FREDERICK WRIGHT, Editor.

MONTHLY

VOLUME XIV—1918

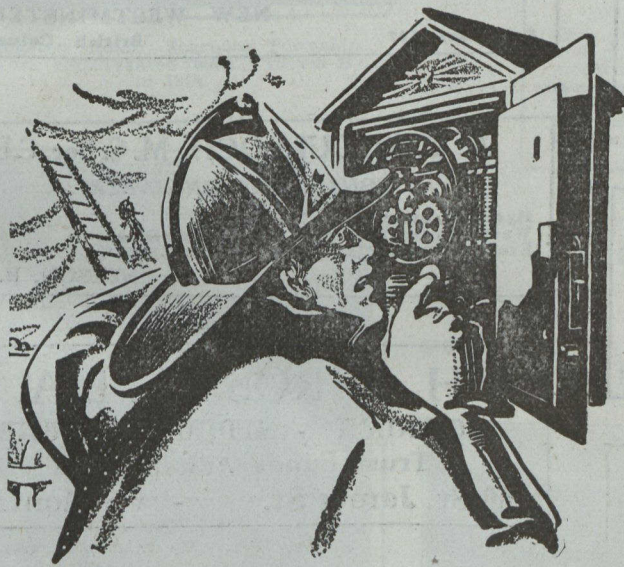
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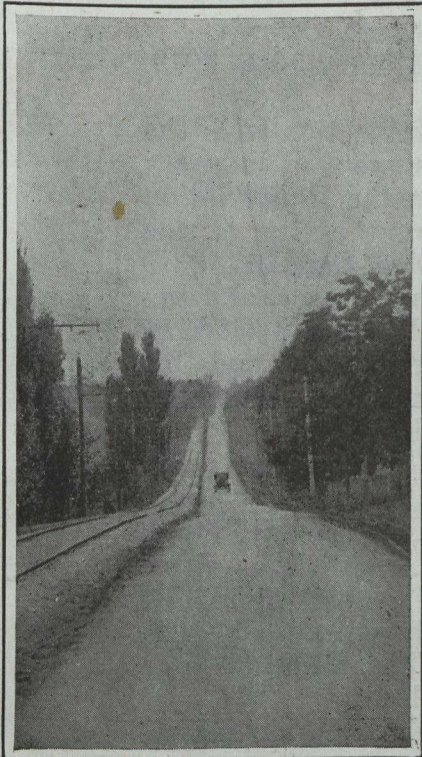
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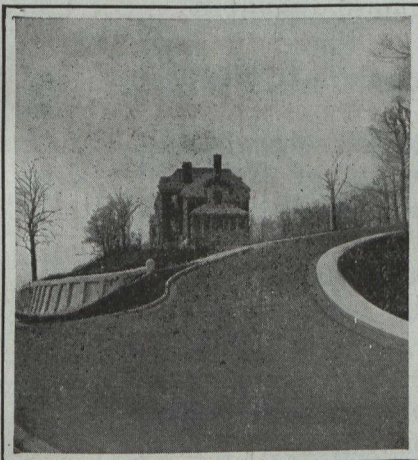
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THESE roads will do their bit for the Dominion, no matter what kind of storms are ahead. They will furnish firm, easy traction for bringing crops to market, and for the operation of interurban motor-truck traffic to relieve the railroads.

Plain macadam would not last long on such slopes on account of erosion by running rain-water and would require incessant mending to keep it in usable condition.

But these roads are bonded with Tarvia, and despite the steep grades, do not ravel when the storms send roaring torrents of muddy water racing down their flanks.

Tarvia has solved this familiar road-engineering problem completely and has become a standard preventive of erosion on steep roadways.

Frost, another enemy of good roads, meets its match in Tarvia. For the firm, water-proof, impenetrable surface excludes moisture all the year round and frost does not get into or under the road.

Motor-traffic, a third enemy of good roads, is ably resisted by those tough, plastic, Tarvia-bonded surfaces and it does not destroy them.

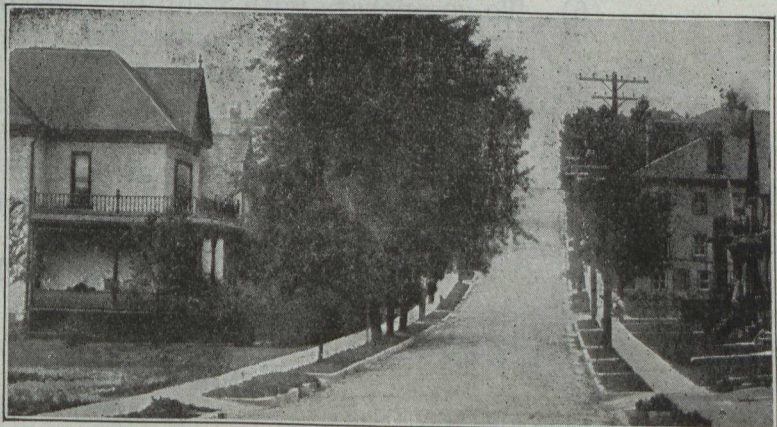
Erosion, frost, motor-traffic are all enemies of the good roads.

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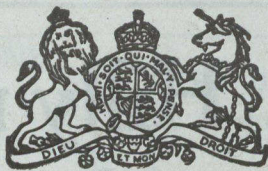
This company has a corps of trained engineers and chemists who have given years of study to modern road problems. The advice of these men may be had for the asking by any one interested. If you will wire to the nearest office regarding road problems and conditions in your vicinity, the matter will be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

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## Dominion of Canada

### REPATRIATION COMMITTEE.

45 Rideau Street, Ottawa.

January 13th, 1919.

The Mayor or Reeve,—

Your Worship:—The urgent problems in connection with the demobilization of our army and the re-establishment of industry on a peace basis have led to the formation of the Repatriation Committee, in connection with which I am now acting as the representative of the Municipal organizations of Canada.

The urban and rural municipalities can play a great and important part in the problems of the demobilization period, in giving a "Welcome Home" to the returning soldier and his family, in helping the soldier to secure employment, and generally in assisting him to re-establish himself in civil life.

In every Municipality that has sent soldiers overseas there should be an Honorary Committee of citizens, composed of both men and women who will assume a measure of responsibility in this important work. There may possibly be such a Committee already in existence in your Municipality, if so we would like to know; if not, I would respectfully urge, on behalf of this Committee, that one should be formed at once. The functions of a "Welcome Home" Committee should be as follows:

- (1) To welcome all returned soldiers and their dependents on their arrival in your locality.
- (2) To receive any complaints from returned soldiers and to forward them to the Department of Soldiers' Civil Re-establishment, Ottawa, for investigation.
- (3) To help the returned soldiers to find employment.
- (4) If at any time employment cannot be found in your locality for a returned soldier, to report particulars to the Department of Soldiers' Civil Re-establishment.
- (5) If positions exist in your locality for which returned soldiers are not available, to notify the Department of Soldiers' Civil Re-establishment, so that men can be sent from the nearest demobilization centre to occupy them.
- (6) To co-operate with voluntary organizations.
- (7) To keep a general oversight over the interests of returned soldiers and their families.

Enclosed is a postcard on which are printed seven important questions. I shall be glad if you will be kind enough to have this card filled out and returned at your earliest convenience. I need not say that the Repatriation Committee will be only too glad to answer any inquiries which you may make with regard to those problems which come within its scope. All communications can be sent post free.

I am, Your Worship,

Yours sincerely,

HARRY BRAGG,

Municipal Representative.

Repatriation Committee—(Continued)

QUESTIONS ON RETURN POST CARD.

(Enclosed in letter.)

1. Municipality.....  
 Province.....  
 Mayor or Reeve.....  
 Clerk or Secretary.....
2. Have you a Committee to welcome Returned Soldiers?.....
3. If so, what is the name?.....
4. Chairman.....  
 Secretary.....
5. If not, will you form a Committee?.....
6. What will it be called?.....
7. Chairman.....  
 Secretary.....

- 
1. Nom de la municipalité.....  
 Province.....
  2. Maire ou reeve.....
  3. Greffier ou secrétaire.....
  4. Avez-vous un comité de bienvenue aux soldats de retour?.....  
 Si oui, quel est son nom?.....
  5. Président.....  
 Secrétaire.....
  6. Si non, en formerez-vous un immédiatement?.....  
 Quel nom lui donnerez-vous?.....
  7. Président.....  
 Secrétaire.....



# Dominion du Canada

## COMITE DE RAPATRIEMENT.

45 rue Rideau, Ottawa.

13 janvier, 1919.

Au maire ou reeve,—

Monsieur:—Les problèmes urgents résultant de la démobilisation de notre armée et du rétablissement de l'industrie sur un pied de paix ont donné lieu à la création d'un comité de rapatriement avec lequel j'agis de concert à titre de représentant des organisations municipales du Canada.

Les municipalités urbaines et rurales peuvent jouer un rôle important dans la solution des problèmes de la période de démobilisation en souhaitant la bienvenue au pays au soldat et à sa famille, en aidant le soldat à se procurer de l'emploi et généralement en lui facilitant le rétablissement dans la vie civile.

Chaque municipalité qui a envoyé des soldats outre-mer devrait avoir un comité d'honneur, composé d'hommes et de femmes qui assumeront une part de responsabilité dans ce travail important. Un tel comité existe peut-être déjà dans votre municipalité, et nous aimerions en être informés. Si non, je vous prierais respectueusement, au nom de ce Comité, d'en former un immédiatement. Voici quelles devraient être les fonctions du "Comité de bienvenue."

(1) Souhaiter la bienvenue à tous les soldats de retour et à leurs dépendants à leur arrivée dans votre localité.

(2) Recevoir toutes les plaintes des soldats de retour et les transmettre au Département du Rétablissement Civil des Soldats, Ottawa, pour enquête.

(3) Aider les soldats de retour à trouver de l'emploi.

(4) Si en aucun temps un soldat de retour ne peut trouver d'emploi dans votre localité, le comité communiquera les détails au Département du Rétablissement Civil des Soldats.

(5) Si dans votre localité se trouvent des emplois vacants pour lesquels des soldats de retour ne sont pas disponibles, le comité notifiera le Département du Rétablissement Civil des Soldats, afin que des hommes puissent être envoyés du centre de démobilisation le plus voisin pour les occuper.

(6) Coopérer avec les organisations volontaires.

(7) Exercer une surveillance générale sur les intérêts des soldats de retour et de leurs familles.

Vous trouverez sous ce pli une carte postale contenant sept questions importantes. Je vous serais reconnaissant si vous vouliez bien faire remplir cette carte et la retourner le plus tôt possible. Inutile de dire que le comité de rapatriement répondra toujours volontiers à toute demande de renseignement au sujet des problèmes qui sont de son domaine. Toutes communications peuvent être envoyées franco.

Je me soustris, monsieur,

Votre sincèrement dévoué,

HARRY BRAGG,

Représentant municipal.

# THE CANADIAN MUNICIPAL JOURNAL

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## Repatriation Committee Appeals to the Councils

The Repatriation Committee of the Dominion Government, through the municipal representative Mr. Harry Bragg, is making an appeal to the municipal councils for their co-operation in the repatriation of the soldiers who are already beginning to return to their home towns. We have every confidence the appeal will meet with more than a sympathetic reception, it will actually be successful. Each councillor knows something of the demoralizing influence of general unemployment on the community, especially those aldermen who were members of the 1915 councils. So much so do these older members of our municipal government realize the position of a workless community that many of them, since the signing of the armistice, have given up much of their time in finding, and where possible creating, employment for local workers, particularly unskilled labour. Now that the "boys" are coming home every means must be used to find employment for those of them able to work, even if it means the dismissal of civilians who throughout the war period have been getting good wages. Our returned soldiers must come first.

The Repatriation Committee suggests that a "Welcome Home" committee be formed of local citizens "to welcome all returned soldiers and their dependents on their arrival in your locality." To some this may mean nothing, but to the fine fellows that each community sent across the seas a little appreciation by their fellow men for what they had done will go far to make them forget the horrors they have been through during the last four years. But the Repatriation Committee goes further and suggests that the local committee take a practical interest in the repatriation of each returned soldier—in his civil re-establishment and in the social and general welfare both of his family and himself. For the building up of Canada the returned soldier is of infinitely finer tempered material than what he was before going overseas, even with any physical disability he may have, consequently his potentiality as a citizen is high. Such potentiality can be made into an actuality by proper treatment and guidance. In other words,

when the soldier finds out for himself that he is really wanted he will give of his best to the community that gives him his living, which is really a continuance of the great work he has been doing for his country. Surely then the soldier is well worth the best consideration of the community. And what more appropriate than that the consideration be given through the local authorities working with local organizations.

In the work of repatriation and reconstruction the municipal councils, because of their daily contact with the people, have a great opportunity to prove their worth, and no better start could be made than to follow out the suggestions of Mr. Bragg, who, being a practical municipal man, is quite conversant with what municipal Canada can and should do to rehabilitate our soldiers.

On pages 8, 9 and 10 appear English and French copies of the letter of the Repatriation Committee.

### ORDER YOUR SUPPLIES AT ONCE.

The Municipal Councils of Canada will spend during the year 1919 many hundreds of thousands of dollars for materials required for their Public Works, etc. These orders are usually placed in the spring and summer—or just before the goods are wanted. In the ordering of these materials the Councils have a unique opportunity to help solve the fast growing problem of unemployment in the industrial centres, by placing as many orders as possible at once, particularly for goods that have to be manufactured after the orders are received. If all the councils were to do this it would mean employment for many hundreds of men during the winter months at little, if any extra cost to the municipalities.

The above suggestion is not mere sentiment, it is sound municipal economics, for while every employed man is an asset to the community the out-of-work sooner or later becomes a charge, and whether the placing of orders for material to be manufactured will help local industry or industries in other Canadian communities the general effect is the same—it all helps to eliminate the dreaded bug-bear of general unemployment.

## British Columbia Municipal Convention

The report of the annual Convention of the Union of British Columbia Municipalities which appears elsewhere in these pages (the first part of the report appeared in the December issue) is strong evidence of the advance that has been made in municipal thought during these last few years. Anyone taking the trouble to look up some old reports of municipal conventions will see our meaning. Originally established for self-protection against the inroads of the big private interests, the municipal unions, in their conventions soon realized that the bond of self-protection which had brought them together could be strengthened by studying questions of administration common to all. These questions at first purely municipal in character, gradually broadened into subjects touching the civic life of the municipality, until to-day every phase of the social life of the community is brought within the

ken of municipal conventions—social welfare, public health, housing, etc. Town planning is better understood and consequently more intelligently discussed. This is as it should be for everything affecting the general well being of the citizens comes within the jurisdiction of municipal administration. Though this fact is not appreciated by all the councils as yet, much advance has been made, as instanced in the more stringent by-laws touching the social and moral welfare of the people that are in force to-day in every part of the Dominion. This progress in communal responsibility is reflected in the Provincial and Dominion conventions—or rather the conventions are, and should be, a little in advance of the local administration and the convention of the British Columbia Union was right in the vanguard.

## Municipal Authority and Responsibility

The City of Guelph, Ont., with the 1919 election comes under a new form of municipal government, namely, eighteen aldermen, and a mayor who is elected by the aldermen from amongst themselves. The new system is a modification of certain recommendations made by a special committee of the council in January, 1917 (report of which appeared in this Journal Feb., 1917). The committee investigated different municipal systems, and finally recommended an adaption of the English form of local government as being the best, because it ensured more continuity of policy and service on the parts of both executives and officers—such security of tenure for the officers naturally attracting the best men to the municipal service.

The differences between the forms of municipal government in Great Britain and Canada are more fundamental than most people think. The British form, while theoretically autonomous, is in reality commission government under direct supervision of the Imperial government, through its local government board. That is, the municipal officer in England is responsible to certain government inspectors, as well as to his own council, for anything touching the finances of the municipality. This system of outside supervision and checks has worked so well as to make municipal government in the Old Country the most efficient in the world. On the other hand, the tendency of municipal government in Canada is towards more autonomy, for the particular reason that the average council considers itself quite capable of administering the affairs of the community without the aid, or interference as some of them call it, of the Provincial authorities. Such a feeling is simply the outcome of the theory of popular government in Canada, which in four words means autonomy in all things. To a large extent such a mode of thought has been brought about by the peculiar way in which the provincial governments in the past exercised their authority so far as municipalities were concerned. Instead of appreciating the fact that the authority over the municipal life of the province given to the provincial parliaments under the North America Act also

made them responsible for the good government of each municipality, for the benefit of the local citizens, the provincial governments simply used each community as a means of raising taxes, to maintain an elaborate system of provincial administration. The result of such exploitation of the industrial centres is that to-day urban municipalities contribute the principal part of the provincial income, but for which the average council cannot see adequate returns. What is more, some of our Canadian cities are so well administered, particularly in their finances, that their credit is quite equal—in one case better than that of the province from which they take their authority. It is this knowledge that makes our local councils feel irritated at times at a provincial paternalism which they consider not warranted.

But in spite of all the short-sightedness of the provincial powers in the past towards the municipalities it would be a bad day for municipal Canada if even the present checks, with all their weakness, were taken away. It is true that such would mean autonomy for the municipalities, but it would also mean the lessening of responsibility of the councils, which above all things should be avoided. What is wanted in Canada is more sympathetic co-operation between the Provincial and Municipal authorities than in the past. In the Provinces of Alberta, Saskatchewan and now Quebec the establishment of municipal departments under responsible ministers has done much to bring the local and provincial authorities together for the common good, for while the supervision of the municipal activities of these three provinces is more stringent than ever, the fact that each of the councils now know that a practical interest is being taken in their administration by practical men a better feeling is engendered. As each of the other provinces establish municipal departments this feeling of reciprocity between responsible authorities will grow, which together with more continuity in local administration and security of tenure for the officers, as now being attempted in Guelph cannot help but work for the benefit of municipal Canada.

### THE NEW DEMOCRACY AND MUNICIPAL GOVERNMENT.

The year 1918 marked the close of the most eventful period in the world's history; a period that commenced with massacre and rapine, and ended with the passing away of plutocracy and bureaucracy, and—it is to be hoped—militarism. It closed the books of "The Divine Rights of Kings," and "The Might and Majesty of the Sword," and marked the opening of "The New Democracy." By the very justice of the cause for which millions of men have been fighting during four and a half years, the free nations of the world have learned to understand one another, and for the first time in history it has been made possible for a peace to be signed that can be based on the teachings of the great Redeemer of mankind. The old order of caste and class passed away on the cessation of hostilities, and in the signing of peace a new order of "Brotherhood" has a chance to take its place, if the statesmen now attending the "Peace" conference realize that which is expected of them. Indeed, if they don't, the great sacrifice of the best blood of the nations will have been shed in vain.

The encouraging note to municipal men is that their great civic institutions, under the new democracy will be placed on a higher pedestal than ever before. The war has given municipal government a new importance, and to many a new meaning. Men to-day realize that good health, the greatest asset of a nation, depends on good local government; they know that the morals of the nation depend on the same agency; they appreciate the tremendous influence that bright, well-built and clean streets have on the happiness of the people. They have experienced the power of good education in the social and material progress of nations, and there is a strong indication that a keener interest will be taken in local affairs by the best men. The apathy shown in the past towards things municipal in Canada now gives signs of breaking down. Municipal government is coming into its own, so let those of us who have given years of our best to the service of our fellow men, without appreciation, have patience a little longer.

#### WORKMEN'S COTTAGES.

One of the problems to-day in Canada is the housing of the workers and unless some solution is found soon the difficulties of providing dwellings at low rentals will be increased ten-fold as our soldiers return home. Moreover, the problem is not confined to the larger industrial centres, where the difficulties have been intensified because of rising real estate values in spite of the war, but even in the smaller towns and villages there is a serious lack of housing accommodation. The reason for the shortage is that with the high cost of materials and labor private investors will not take the chance to build workmen's cottages when by very little more expense they can erect houses that will bring them in much more profit. One day a writer of our staff had a conversation with a man who was building houses to sell again, ranging in price from \$10,000 to \$15,000. On being asked the reason for his building houses that workmen could not touch, the builder pointed out some houses which he had just sold for \$10,000 each, and said that in another part of the city in question the same houses would only bring in about \$5,000, or its equivalent in rent, and while it was true he had to pay more for the ground, because of the neighborhood, material and labor only cost the same, and the only addition he had to make was in a better finish. In building larger houses the man made a profit, in workmen's cottages he would lose.

### UNION OF QUEBEC MUNICIPALITIES.

At a meeting of municipal executives of the Province of Quebec held three months ago in Montreal, on the invitation of this Journal, a committee was appointed to consider the advisability of re-organizing the old union or of forming a new one. The committee has recommended the formation of an entirely new organization and with this object in view a convention will be called in the early part of the year. The title of the association will be the Union of Quebec Municipalities. This brings every province into line, so far as provincial municipal associations are concerned, with the exception of Prince Edward Island; the two Prairie provinces having both rural and urban unions. Municipal Quebec is now well looked after. The Municipal Department, though it has not been in existence twelve months, has already shown something of the calibre of its personnel. Every encouragement and help are given to those councils that show real governing qualities, but the Minister and his deputy have shut down on every form of extravagance; so much so, that the credit of the municipalities of the province by the St. Lawrence has increased considerably. And now that a municipal association has been formed, principally for educational purposes along the broadest lines, there is every reason for municipal government in the Province of Quebec to be in the vanguard of progress.

#### THE CANADIAN INDIAN AND CITIZENSHIP.

In a very logical letter to an American newspaper the Rev. Red Fox Skinhurhu (a full blooded Blackfoot Indian) urges the cause of his people to full citizenship in the United States. As in Canada the aborigine of the United States is a ward of the country and as such has no citizenship rights—he not being supposed to have sufficient intelligence to take up its responsibilities. If ever there was any suspicion in the minds of the present generation that the "Red" man was still the degenerate the framers of the Indian laws in both countries would have us believe, the splendid patriotism shown by him in this war of liberty and justice has entirely eliminated it. In Canada long before conscription came into force practically every single Red man of military age volunteered for military service—a record that was not near equalled by any other race in the country, either white or colored. Surely then he has the right to ask the question—if the Red man can fight, why can't he vote?

It has always seemed an anomaly to us that any foreigner, be he black or white or yellow, can become a citizen of Canada after five years residence—without any examination as to his qualifications, which if given would have barred many present citizens—but that the real native is penned up in reservations, without a voice in his own government, because in the early days of the white man's occupation of the country, he fell a victim to his conqueror's worst trait of character, drink, which he mistakenly thought produced the valor that overcame himself. The Dominion Government does not seem to realize that the very schooling given in the reservations has educated the Red man to a far more advanced stage of civilization than that of many foreigners now domiciled in Canada.

Now that peace has come after over four years of bloody war in which the Red man has taken his full share, the least the country can do, if even as a recompense for his sacrifice, is to give him the full privilege of citizenship, and we don't know of any other race that would make better citizens. After all no man is fit to become a citizen of Canada unless he is prepared to fight for her, and in this the Canadian Indian has set a splendid example to us all—and in particular to those many Europeans who have enjoyed our hospitality and protection, but who have done little or nothing, during the last four year to warrant that protection.

The Canadian Indian, in common with his American brother, has in this war proved his right to citizenship, and we have no right to keep him from it.

## Agriculture and Industry

The Industrial expansion of the East, and the Agricultural development of the West are necessary one to the other.

With the industrial expansion of the East, there has come increase in population, financial stability and diversity of occupations. What were agricultural or timber lands have been transformed into great cities offering livelihoods for hundreds of thousands, attracting artisans and workers from other countries, growing financially stronger with each decade and becoming more prosperous with the extension of old and development of new industries. The laborer has found his hire and the farmer has realised greatly on an urban expansion which has offered him a steady and growing market for his products, with increasing prices and neither long hauls nor high freight rates to add to his overhead expenses. Truck and garden farming have flourished. Fruit lands have acquired a new value and their cultivation has been richly rewarded. With trade development has come utilisation of natural resources and raw materials which once were shipped to other countries have been turned into finished products at home giving employment to more thousands and scores of thousands in the different processes of manufacture of specific articles. The opportunity of such employment in particular processes has furnished additional attraction for capital and labor.

The history of the city has been the history of the town and the village. As the city has grown into a great national industrial centre its prosperity has been reflected in surrounding communities. The impetus given to industrial activities and the increasing demand for raw materials has resulted in the establishment of primary processes of manufacture in smaller centres. Such manufacturing activities have given employment to increasing populations. The development of natural resources has added to the national wealth and increased the prosperity of communities. With the growth of the town the tradesman, the truck gardener and the farmer have found new markets. So with the village — from an inconsiderable it has grown to a considerable settlement where agriculture is not the only occupation and where there is a variety of work which gives employment to all working members of the family and which offers remuneration in the seasons when the fields can not be cultivated.

As eastern districts and provinces have grown wealthier there has been greater examination into and utilisation of natural resources. New settlements, villages and towns have grown up with the development of mining, fishing and lumbering industries. In 1915 the value of fisheries produced in Canada was over \$31,000,000 and of minerals over \$138,000,000. The development of these industries has meant millions of new wealth for the country, greater opportunities of employment, increased population. It has been the same with the pulp industry. With the increasing utilisation of the immense reserve water powers of the Eastern Provinces there has been extensive rural development. The attractions of cheap power and raw materials have led the manufacturer to erect factories and mills in rural territory thus increasing the industrial activities of the country, and in great centres the decentralisation policy of large manufacturing industries and the establishment of smaller subsidiary plants in rural communities has added further new towns or stimulated the growth of old ones.

Industry has added greatly to the wealth of the East, attracted population, encouraged the utilisation of raw materials and the manufacture of primary and finished products, and stimulated national growth. With the development of resources, the increasing wealth of the country and the influx of population, new areas have been examined and prospected, other agricultural settlements have sprung up, distant territories have been developed and the natural resources of the country have been more and more appreciated and utilised.

The West is in great need of industrial development. The movement for mixed farming gives expression to the realisation that the country cannot depend on grain alone. Neither can it depend on the products of the soil alone. To the upbuilding of a united and prosperous Canada, it is necessary that there should be a manufacturing activity in the West which will give diversity of occupation there, which will offer employment to all members of the family, which will provide remunerative work for the laborer as for

the tiller of the soil, which will make the great prairie areas less dependent on the seasons, which will expedite town and city growth, encourage immigration stimulate investigation and utilisation of natural resources, improve the markets of the farmer, and increase national wealth.

British Columbia offers manufacturing, lumbering, fishing and mineral opportunities equal to those of any State on the Continent. The industrial resources of the prairie Provinces are not so apparent but scientific research is only beginning to indicate the possibilities. The Honorary Advisory Council for Scientific and Industrial Research for instance, is devoting special attention to the utilisation of the lignites of Western Canada for domestic fuel. Discussing the plans now well advanced for demonstrating the commercial feasibility of carbonising and briquetting such lignites on an industrial scale, Dr. MacCallum, administrative chairman of the Council, says:—

"The success of this project is to be fraught with results which are to be of more importance than the immediate object of it. It will induce private capital to go into this enterprise and eventually several plants may be erected which will supply the half a million tons that will be required to replace the anthracite hitherto imported into Manitoba and Saskatchewan from Pennsylvania, thus retaining in the country about five million dollars, now annually spent abroad for the supply of this fuel. It will blaze the path to the utilisation not only of the 57 billions of tons of lignites of Saskatchewan, but also of the vastly greater quantity of the better grade of this fuel in Alberta. It will inevitably lead, eventually, to a process of utilisation of the quantities of the by-products which result, by-products which now are not highly valued but in the years to come will be the raw materials of great and flourishing industries. Finally it will constitute the first step in the systematic, scientific utilisation of the vast stores of energy locked up in the lignites of the two Provinces, which, are, unlike the other Provinces of the Dominion, scantily supplied with water power."

The value to the West and to the whole Dominion of such industrial development would be immense. It is only one illustration of the manufacturing possibilities of the prairie Provinces. In a memorandum prepared by Dr. W. W. Andrews on behalf of the Regina Board of Trade for the Dominion Royal Commission on the subject of "The Scientific Development of the Natural Resources of Saskatchewan" reference is made to the great opportunities of the western Provinces in regard to industrial development in rural areas in the future. Dr. Andrews points out that the laboratory experiments and analyses in Saskatchewan show that they have clays from which can be produced the finest of egg-shell chinaware, porcelain, pottery glasses, brick and tiles, which only need cheap fuel to enable them to be manufactured on a commercial basis.

It is natural that agriculture should be the great occupation of the prairie Provinces. But the development of industries is essential to the growth and prosperity of the West. The establishment of great manufacturing centres will attract population. The utilisation of raw materials and natural resources will increase wealth. The variety of occupations will give assurance of remunerative work for various kinds of labor throughout the year. The country will prosper in the development of the town and the town in the growth of the city. There will be more wealth for the nation and more money for the farmer and the market gardener. There will be occupation for labor and trade for the corner store. There will be capital and profitable returns for industrial undertakings and there will be the population essential to the successful operation of domestic commercial enterprises.

Surely the value to the West of industrial development cannot be questioned. Surely its industrial possibilities warrant eager and generous support of scientific research. It is strange that there has not been greater appreciation of the identity of interest between the West and the East. It is regrettable that there has not been more sympathetic co-operation and understanding between the agriculturist and the manufacturer. Fortunately there are welcome signs of a vigorous effort for the establishment of closer relations. Chief among these is the programme of the Canadian Reconstruction Association. Raising the bar to national progress that is created through the distrust and misunderstanding between the East and West, it proposes to

**UNION OF QUEBEC MUNICIPALITIES.**

At a fully attended committee meeting of municipal executives, held on December 27, in Montreal, it was decided to recommend that a Union of Quebec Municipalities be formed to promote the welfare of the urban and rural municipalities of the province.

The committee, which was appointed by a convention of municipal executives of the Province of Quebec recently called together by the Canadian Municipal Journal, is composed of the following: Mayor Bouchard, M.L.A., of St. Hyacinthe (president of the Union of Canadian Municipalities); Mayor Beaubien (Outremont), Mayor Thurber (Longueuil); Alderman Robt. Ryan (Three Rivers), Alderman R. Prieur (Pointe-aux-Trembles), Frederick Wright (editor, Canadian Municipal Journal), and Aug. Angers (secretary).

The first convention of the new union will be held in the early part of the year, when vital questions touching the municipal conditions of the province will be taken up.

In Canada, where population is especially needed and desired, there are 35,000 deaths yearly of children under five, mostly from preventable causes.

**FINANCIAL REPORTS.**

We have received Annual Reports from the Cities of Ottawa, Moose Jaw and Sudbury, which will be dealt with in the February issue of this Journal. We invite all the municipal treasurers to send in their reports.

**AGRICULTURE AND INDUSTRY.—(Continued.)**

organize exchange visits between the representatives of the agricultural interests of the Prairie Provinces and the industrial interests of the East. Such visits it hopes will remove much of the suspicion which now exists, give manufacturers and farmers a clearer conception of the particular problems which confront respective occupations, remove sectional prejudice, and prepare the way for general discussion of national problems in common council. The Association is vigorous in support of industrial research. It realizes the wealth in natural resources possessed by the Western Provinces and the necessity for scientific investigation to demonstrate their commercial value. Finally, it is convinced of the industrial possibilities of the West.

Speaking on "A National Policy" at Galt recently Sir John Willison, the President, said:—"It is inevitable that industries will be established in the Canadian West as they have been established in the Western American States. Towns and cities will grow in sympathy with the growth of land settlement. Industrial dependence upon older Canada, the United States, Great Britain and other countries will greatly diminish. As the older Canadian Provinces are importing factories from the United States so the West will import factories from the United States to the West border. Aside altogether from regard for "the long haul" and heavy freight charges, Eastern industries will find it economically profitable to establish Western branches as in the not remote future we shall find Western factories establishing branches in the older Provinces. It is a mistake to think that agriculture is national and manufacturing sectional. It is not so in the United States, nor will it be so in Canada. It is only because the West is in its first generation that there is any apparent conflict over industry. Just as certain as the East to-day is studded with thriving factories and just as certain as these employ much labour, provide trade for local merchants and furnish desirable home markets so the Western Provinces will have their own industrial fabric. There as here the sons of farmers will direct many of these industries. There as here a great army of skilled workmen, constituting that element of the population which will not go upon the land, will find the employment which they would seek in American industrial centres if manufacturing were made impossible or unprofitable in Canada."

**CANADIAN ASSOCIATION FOR THE PREVENTION OF TUBERCULOSIS.**

The 18th annual report of the Canadian Association for the Prevention of Tuberculosis, which was recently published, is another record of the unselfish work done by a large part of the medical profession of Canada for the prevention and elimination of consumption. How prevalent is this disease, even in healthy Canada, was brought out in the medical examinations of recruits. The large percentage that were turned down as medically unfit even staggered the authorities, and tubercular diseases represented a large proportion. In Great Britain hygiene has been made a principal subject of reconstruction—and this on the word of Premier Lloyd George himself—and why not in Canada? When a community is well drained and slumless consumption is hardly known, so that the subject is essentially a municipal matter and should occupy the closer attention of the councils than what it has in the past. Our suggestion is that the Association, which is partly supported by the Federal Government, should get into touch with municipal authorities with a view to co-operation.

**SAN FRANCISCO OWNS AND OPERATES A STEAM RAILROAD.**

The city of San Francisco has built and will operate a steam railroad 65 miles in length in connection with its famous Hetch Hetchy water supply project. The Railway Age says: "This is believed to be the first steam railway of any considerable extent to be built and operated by a municipality." Cincinnati has owned a steam railway 300 miles in length for a great many years but does not operate it.

The cost of the San Francisco railroad complete was approximately \$2,000,000 and it is estimated that the city saved \$2,000,000 and \$3,000,000 over what it would have cost to haul the material by truck. So the city built the railroad. Who says a municipality lacks enterprise?

**REGINA STREET RAILWAY.**

In dealing with the Street Railway, which in Regina belongs to the City, Commissioner Thornton says:—

The street railway would have completed the ten months within its estimates but for the loss in receipts due to the epidemic. As it is the deficit for the period is \$51,493, as against \$55,807 last year for the same period. The railway earned an operating surplus of \$30,000 or .6,000 more than last year's performance. Since 1914, there has been a steady improvement in street railway results, as shown by the following figures:

	1918	1917
Revenue . . . . .	\$207,965.38	\$187,475.50
Expenditures . . . . .	177,875.70	163,227.85
Operat. surplus . . . . .	30,089.68	24,247.65
Fixed charges . . . . .	81,148.50	80,055.58
Deficit . . . . .	51,058.82	55,807.93
	1916	1915
Devenue . . . . .	\$169,728.96	\$137,600.39
Expenditures . . . . .	156,575.50	150,148.48
Operat. surplus . . . . .	13,153.46	12,548.09
Fixed charges . . . . .	81,312.94	84,666.13
Deficit . . . . .	68,159.48	97,214.22

Operation expenditures have been reduced more than the figures indicate when it is borne in mind that the increases in wages and materials account for increased expenditures than those shown. This result has been attained by very careful attention to operating conditions. There has been a very gratifying increase each year in receipts. This increase should continue in marked degree with the recommencement of civic activities and of the war, while the service given is renewal of confidence due to the end capable of taking care of considerably increased traffic without corresponding increase in operating costs. Under all circumstances and particularly in consideration of the low fares charged for the service of this utility the results are all that could be expected.



# Report of the Fourteenth Annual Convention of the Union of British Columbia Municipalities

Held at Penticton, B.C., September 18, 19 and 20, 1918.

(Continued from last month.)

## DISCUSSION ON DRAFT MUNICIPAL ACT.

Moved by Councillor Shallcross

Seconded by Councillor McNeill

That in the opinion of this Convention the details of the proposed draft be discussed clause by clause.

Carried.

## LOCAL GOVERNMENT BOARD:

Moved by Councillor Shallcross

Seconded by Councillor McNeill

That in the opinion of this convention the powers of municipalities should be extended in accordance with the general principles embodied in the memorandum submitted to the Convention, subject to the control of a Local Government Board so constituted as to be untrammelled by political or corporation influence.

Moved by Councillor Loutet

Seconded by Clerk Greig as an amendment to the above resolution

That this Convention approves of the creation of a Local Government Board and that the Government be asked to submit the draft bill and powers and duties of the Local Government Board to the Union of B. C. Municipalities or a large representative committee appointed by this Convention before the bill is finally passed by the Legislature.

Moved by Mr. McQuarrie

Seconded by Councillor Mulgrew

That in the opinion of this Convention the Local Government Board should consist of five members.

Moved by Mr. Shallcross

Seconded by Clerk Blandy

That the motion laid on the table now be taken up.

Moved by Clerk Dickinson

Seconded by Mayor Wright

As an amendment to the amendment to Mr. Shallcross's motion

That this Convention approved the principle of the establishment of a Local Government Board.

After some discussion on the foregoing it was resolved that the President submit two concrete questions embodying the proposals set forth, and the following were placed before the meeting:—

1. Do you approve of the establishment of a Local Government Board?
2. Will you ask the Government to submit the draft bill to the Union or to a large representative committee appointed by this Convention before the bill is finally passed by the Legislature?

The questions received the affirmative vote almost unanimously; there being but two or three dissentiments.

The Convention then adjourned in order to avail themselves of the invitation from the Corporation of Penticton and Summerland to take an auto trip from Penticton to Summerland.

Convention called to order by the President at 10 a.m.

## THE PROBLEM OF TUBERCULOSIS

Paper read by Dr. C. H. Vrooman, Medical Superintendent  
King Edward Sanatorium, Tranquille, B.C.

In 400 B.C. Hippocrates wrote concerning tuberculosis:

"The greatest and most dangerous disease and the one that proved fatal to the greatest number was the consumption." So that the problem we are considering is one which has afflicted the human race for many thousands of years. Hippocrates' description of the long drawn out illness of an advanced case of consumption is wonderfully accurate. In other medical writings of this time there is distinct evidence that the medical men of ancient Greece believed in the contagiousness of consumption. Yet it was only in 1882, 36 years ago, that Robert Koch discovered the tubercle bacillus, and we have since that time been able to make great progress in the study of pathology of the dread disease. With the key thus furnished it was hoped that the conquest of this captain of the hosts of death would only be a matter of a short time. And while in the 36 years since Koch's discovery much has been learned and the ravages of the disease have been lessened, yet it is not by any means as yet conquered. The Tubercle Bacillus is the most ubiquitous parasite the human race has to contend with. It is so widespread, both in man and animals, that there is no doubt that we all before reaching adult years became its unwilling host, and the most of us without doubt remain the host of the living tubercle bacillus during the rest of our days.

It is only because of the high immunity we have developed as a race against this parasite that only about 10% to 15% of us become clinically ill with tuberculosis. The rest of us accommodate the invader like the Allies did the German spies in the pre-war days—without knowledge, care or suspicion, but to carry out our analogy still further—these same spies, may, when in sufficient numbers, and at a time when our defences are least prepared, lead an invasion that may suddenly overwhelm our organism as the Germans did Belgium in 1914. It will be readily seen that being infected with the tubercle bacillus does not necessarily mean that one is ill with tuberculosis and requires treatment. It is only when the infection is sufficiently massive to produce symptoms that we speak of a person being ill with tuberculosis.

Having reviewed briefly some of the facts known in regard to infection and pathology of tuberculosis Dr. Vrooman

took up the question as follows:

Prevention. On paper the problem looks simple enough. First, to put all under healthy environment, with good housing and proper food which are essential preliminaries to good habits. This is a basic economic question and its discussion would carry us somewhat far afield. It may, though, be stated that any agency which tends to remove poverty, bad living conditions, and drink, is going to help to remove the curse of the White Plague.

Second. To recognise the disease early and put patients in the best possible circumstances to promote cure.

Third. To guard the community against the dangers associated with the advanced cases.

It is the two latter portions of the problem that we are more immediately concerned with in this discussion and the paper simplicity of the problem somewhat disappears as the different activities involved in their complete solution are examined. To recognise the disease early means both education of general public and medical profession. And it means the provision of sufficient sanatorium accommodation where these patients may learn how to cure themselves.

To guard the community against the open infectious case means first, that these open cases shall be known to the Health Officer and when known, that he shall be able to keep them under adequate supervision either in hospitals or under safe conditions at home. The Health Officer, who reports his community free of tuberculosis merely because cases are not reported to him by the medical practitioners, is burying his head ostrich-like in the sands of ignorance. The co-operation of the medical practitioner can and must be secured and the surest way to gain this co-operation is the knowledge by physicians that by notifying their cases real help will be given in the care of the patient and that the community will be benefited. The general practitioner is the backbone of the medical profession, and he is always ready to co-operate in any movement to benefit the health of his patient, or the welfare of the community.

The headquarters of any campaign against tuberculosis must be the establishment of a tuberculosis dispensary in charge of a specially trained dispensary nurse. The dis-

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dispensary nurse should be the accredited agent of the health department and her duty would be to actively search for cases of tuberculosis. She would keep under supervision all known open cases. When an advanced case was discovered she would arrange for the examination of all contacts, particularly children. She would arrange for the proper institutional care of all diagnosed as requiring that care. Her duties would be multifarious, but in short she would be the adviser and friend of all those afflicted with tuberculosis. The dispensary would be the clearing house and while part of the activities of the health department, it would be necessary to have the medical part of the work under the supervision of a physician having special knowledge of tuberculosis. This means that supervising the various dispensaries in the Province there would be a tuberculosis officer. It may be objected that dispensaries are all right for larger cities, but how about the rural communities? There is to my mind no reason why there should not be dispensaries in the rural communities, but in the rural communities the work would be widened to embrace all health matters.

As a result of a report by Dr. Biggs of New York legislation has been recently passed in the New York State making its compulsory for every County having a population of 35,000 to provide hospitals or sanatorium beds for the treatment of tuberculosis. It is the imperative duty of this Province to adopt such well tried measures as have proved effective in England and other countries. Let us cease trifling with this problem and let not future generations reproach us that we knew but did not act. With our splendid climate our uncrowded cities, and our young prosperous people, there is no reason why we should allow the matter to drift until we have the enormous problem upon us that they have in some of the older countries of the world. The duty of the municipality is to provide for the care of those suffering from communicable diseases, who may be discovered within their boundaries. They are not called upon to bear the entire expense of this and what proportion of that expense they should bear in connection with tuberculosis patients, is hardly within the limits of this discussion. There should though be no quibbling when it is a matter of public health and the care of the sick within our gates. The way some patients are passed from one municipality to another in order that the expense of their care may be placed somewhere else is not only cruel and in-

humane to the unfortunate individual, but a menace to the health of the whole community.

The present arrangements are very suitable and the great difficulty is the lack of accommodation. It is for the municipalities to get together with the provincial government and arrange accommodation to provide for those people who are ill, and as I have pointed out the advanced and dying cases could quite as well be taken care of, and more humanely, near their own home.

It means the municipalities or combinations of municipalities should get wards for these advanced cases of pulmonary tuberculosis. The wandering and indigent case should not be passed from one municipality to another but should be taken care of immediately by the municipality where he is discovered but the responsibility for his maintenance in case of a dispute should be decided by some Provincial referee and his decision should be final.

In the old forests of England and France there are now being destroyed for the purposes of the war, many old and noble trees. The head forester passing through the forests marks with a broad arrow of white paint or a blaze with an axe, the trees that are to be felled. If you could but see it there is marked on the forehead of 10% of our children the broad arrow which means destruction by the tubercle bacillus. The average age at which they shall die is 35. Just when half the span of life is run and just the period of life when their work is most valuable to the world.

Then is it not worth our best efforts to do what we can to rid this Province as far as possible from this terrible scourge. Nor is the struggle a hopeless one. If I had time to quote you statistics I could show you how the great work done during the past 20 years by the various Anti-Tuberculosis Societies has saved many thousands of lives, and even in British Columbia the work of the Anti-Tuberculosis Society has resulted in the saving of hundreds of lives, and prolongation of the lives of others for many years. "After all", says Sir William Osler, "it is a wonderful campaign in which we are engaged. We have tracked the enemy and know his every stronghold—and we know his three allies, poverty, and housing and drink. Though the ravages have been reduced, tuberculosis remains the most powerful among man's innumerable enemies. Before us is a long, slow hundred years' war, — or even longer — in which co-ordination and enterprise will win out just as surely as they have done in typhus and typhoid fever. Meanwhile who dare say the struggles naught availed, when month by month and year by year thousands are saved who would otherwise have perished in a miserable, lingering and untimely death.

## SOCIAL DISEASES AND PUBLIC HEALTH

ADDRESS OF HON. DR. MCLEAN, PROVINCIAL  
SECRETARY AND MINISTER OF  
EDUCATION.

"I am sure that it affords me a great deal of pleasure to be present here this morning. At the outset I wish to thank the Convention for the honour they have done me in asking me to deliver an address at this important meeting.

As municipal representatives, you have probably as much important work to do as any body of legislators can have before them. The work of the Provincial Legislature is important, but it seems to me that the work of the municipalities is one that comes nearest to the lives of the people of the Province, and you are doing, as municipal legislators, a work that counts for much.

Now, taking all the work that municipal legislators have to perform, I think the problems that come under the purview of my department, viz., public health and education, are probably the most important.

Someone once, asked the question: When should you begin the education of the child? The suggestive reply was, One hundred years before its birth. I quote this simply because if it is true of the education of the child, then it is doubly true of its health; it is as true today as it was two thousand years ago, that "the sins of the fathers are visited upon the children." Therefore it is very necessary that a great deal of attention should be paid to health matters. Attention such as I am referring to might imply that prior to the marriage ceremony it should be required that the contracting parties should have a clean bill of health and that they should have a certificate to that effect. This proce-

sure has been tried in various parts of the world but not with any degree of success; in fact it has not succeeded at all, so that it can be seen that it is absolutely necessary that a campaign of education should be carried on to overcome and rid the world of these social diseases that are such a great menace to the health of the Dominion, and to the natural increase of our population.

Social diseases are responsible for forty per cent. of the deaths of infants under one year. This means a very serious problem for our health departments, at a time when our Province is crying for more population. Such a drain as that on our population is very serious for the government and people of a new and growing country, such as we have here. It is a question of very great importance, and one which the Government of every community of the world is beginning to consider seriously. In 1913 a commission was appointed in Great Britain to make an investigation into the matter and they gave their report to Parliament in 1916. Sir William Osler, the dean of the medical profession throughout the world, at an important medical meeting in Great Britain, said that he considered this question was important enough to make an investigation into it from a national as well as from a medical point of view.

The United States Government has also been considering the question of national morality; it seems to me, therefore, that before a body, such as we have here, of men representative of the best from our various municipalities, a mat-

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ter of this kind should be brought to their attention so that when a propaganda is initiated, which we propose in the immediate future, they will have some comprehension of the importance of it, and as legislators in your own community that you will take an intelligent and sympathetic view of the movement.

In this report to the British Parliament there were several important suggestions made.

First, that there should be free diagnosis of the disease;

Second, a free medical treatment.

Third, a campaign of education should be conducted pointing out the great drain on the natural increase of population from the presence of venereal disease.

Fourth, they also suggested that these diseases should be made "reportable".

You may not know the exact definition of a reportable disease. A reportable disease is one such as small-pox, or scarlet fever, which has to be reported to the medical officer, in order that the patient may be isolated. Other diseases, such as rheumatism, have not to be so reported. Australia is the only country in the world where general compulsory reporting of venereal diseases is enforced.

There are, at the present time, fears in the minds of many, that when the war is over, and the army disbanded, we will have an epidemic of such disease. If this assumption is correct, then this question will assume additional importance. If the future health of our country is to be safeguarded, I say that this fear is one reason for this question assuming this prominence at the present time. In Australia, the home of progressive legislation for some years, and particularly in Western Australia, great attention has been devoted to the prevention and treatment of social diseases. The procedure there is as follows:

The Federal Government of that Commonwealth makes a money grant to assist each of the States of the Federation in the prevention and cure of these diseases. The administration of these health laws is placed in the hands of the State legislatures, or bodies which correspond with our Provincial Governments, and the Local Governments, which correspond with our municipalities, in order to co-operate in the matter. That is the general outline of the conduct of this propaganda in Australia. Western Australia is the only part of the world where these diseases are made "reportable", in just the same way as small-pox and scarlet fever. Breaches of the law in the matter of reporting are punished as severely as those of other laws.

These are questions which will, in the near future, claim your attention as municipal legislators, as they come before us as provincial legislators, and as they will come before the Dominion Government, so that I think it would be as well for you to give this question serious consideration and see where our responsibility lies.

The Government of the United States have been quite active in dealing with this question, particularly since they entered the present war. In that country all the men affected with venereal diseases are registered. Then they are segregated; the hospitals are urged to co-operate, which they do, and they tell me today that the American Army is the army that has the fewest men laid up from these preventable diseases. I am pointing out these things to you to show their immense importance, and I have just touched on these illustrations to give you an indication of what the health departments of other countries are doing and how the local authorities are co-operating with them.

It will be interesting to you to know some of the things we are doing in this Province in connection with our public health. Health matters have not, in this Province nor in any Province of the Dominion, received the attention which the importance of the subject warrants.

I found, a year or two ago, that we were having many complaints in regard to the sanitation in our various camps throughout the Province. Now those of you who have read the press have seen criticisms of the health and living conditions in these places, particularly in the case of lumber and mining camps, etc. The criticism has not been so severe in the case of the larger camps, but it has been very severe in the smaller ones. In some cases these strictures were justified. The condition was largely, owing to the ignorance of the man in charge in respect to the most elementary sanitary rules. Now, we have devised the expedient of giving copies of health regulations to every camp in the Province, of which there are about eight hundred, including 140 new camps established this year. Now, all these

camps have been supplied with copies of health and sanitary regulations suitable to the existing conditions; then we have supplied them with pamphlets written in plain and unvarnished English, telling them what to do in so far as sanitation is concerned, with particular reference to their water supply and the disposal of sewage and of kitchen refuse. Attention was also called to the necessity of fresh air in sleeping quarters, etc. They have responded most generously to this propaganda and have been carrying out the suggestions with commendable zeal. Those in charge of larger plants have for some time realized that the health of their men is important, both from a provincial and from a national point of view. Men holding responsible positions realize this and so have responded with alacrity to suggestions made to them. I would like to point out the manner of supervision in the enforcement of these health regulations. Every Provincial Police constable is a health inspector. He may not know very much about health matters, but he has had pointed out to him a few important things that any intelligent man would notice, and any violations of the regulations he reports to the nearest health officer. The police force has responded to this additional work with commendable zeal. Now, what has been the result? I have taken the trouble to look into the figures demonstrating the effectiveness of this work. In 1913 we had considerable typhoid fever in this Province, — 600 in all; in 1916, 200; in 1917, 146; and for the first six months of this year, twenty cases. That is evidence, you see, of the beneficial effects of our propaganda, the benefit of education along health lines, and of enforcing our health regulations.

Consider what this means in dollars and cents to the individual, to the industrial concern, and to the nation. The national welfare is or should be our greatest concern. Then there is the question that all are interested in, and about which I have received resolutions from various public bodies, viz., the question of medical inspection of schools. It has been pointed out by you that the system we have had in the rural districts has not worked out very satisfactorily and in that I will agree with you. It is not very satisfactory, but it is a great deal better than nothing, and in fact if you can succeed in getting the class of medical men who become interested in that work, and an interested school board supporting him (and this last is of great importance), it works very well indeed. I think that in the rural districts you will have to have the "follow-up" system through nurses, so as to get the full benefit of the money expended. However, we trust to make some progress along these lines in the near future.

Coming to the great question of tuberculosis, you have just heard an able paper on that subject and we cannot hear too much about a question so important economically and socially. One out of every ten deaths in British Columbia last year was due to tuberculosis. Does not that one fact indicate to you that you have a great responsibility in seeing that your health regulations are enforced? Consider that question well. One person in every ten dies of a preventable disease, that is the very big question at this time that you, as municipal legislators, should carefully consider. Have you lived up to your official and civic responsibility? Tuberculosis wards and sanatoriums have been established. This will encourage our councils to spend a little money to help the propaganda in their own localities. This is as it should be, and as years go on, you will find that people will be more sympathetic towards these expenditures. I have found in my own department, that there is never any criticism of expenditures for health protection. You too, will find it in your municipalities. I am telling you this for your encouragement because I know and am satisfied of the difficulties you have in raising moneys. You have the same difficulties as we have, and when I say that I say a good deal. But you will find when you go on and take care of health problems, that you will receive strong financial and moral support. I do not want to be understood as throwing all the financial responsibility on municipalities for health work. My contention is this: that you have responsibilities as municipalities, we have responsibility as a Government, and the Dominion Government, too, has its responsibility, as has been admitted in the case of Australia. In my own department we have done something to assist, though not as much as I would like to have done, but we are going to carry on and do our best to solve the problem.

I would just like to point out one thing in conclusion. The Health Department asked that tuberculosis be made a "reportable disease", just the same as small-pox and typhoid

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fever. Now, for one reason, we have not received reports from as many of our physicians as we would like to have received, and I would emphasize this as one point in which you can be of assistance to us. I would ask each individual council represented here to see that your medical health officer and your medical men generally are reporting such cases. Because when the Health Department has received these reports we will have knowledge of every person who is affected with this disease in the Province, and will then be able to send them the class of literature it is important for them to read. This literature will reach not only the intelligent, but those individuals in the community who, notwithstanding that they have been advised what to do to prevent the spread of the disease, notwithstanding what they know themselves, go on and do the very things that increase the number of cases every year, until it has become a national menace. When we have their names we will send them the literature telling them what it is best to do under certain circumstances, and in that way you will prevent this disease for carrying off our people in such alarming numbers.

Finally, let me thank you for your attentive and appreciative hearing, and also let me thank you in anticipation for your future assistance and co-operation in all health matters.

A vote of thanks be tendered to Dr. Maclean for his very instructive address.

### GOOD ROADS.

#### ADDRESS OF MR. STEWARDSON:

"So much has already been said and written on the subject of good roads that it is well nigh impossible for one to approach the subject from a new angle and what I have to say will probably be merely a repetition of what has often been said before.

However, we must all realize how vitally necessary it is for the welfare and development of this Province that our existing highways should not be allowed to deteriorate but should be kept in good condition and also that a definite programme of improvement and extension should be adopted.

Today the most important consideration should be given to the subject of road classification, we should consider how to distribute the cost of construction and maintenance so that the necessary money can be secured and the necessary expense fairly placed upon the people who use the roads and the community which receive the benefit, and not continue to have an inequitable and unbearable burden placed upon the local community or upon the individual who makes little use of the road and receives little benefit from it.

The first efforts of those interested in good roads should be concentrated on linking up the gaps between the permanently improved highways which now exist, and these efforts should be closely followed by endeavoring to extend the improvements to other main highways connecting the important agricultural and commercial centres.

The question of the cost of improving our streets and highways is a very serious one and is probably the greatest stumbling block in the attainment of good roads.

When the first cost of the improvement is assessed against the property abutting on the street or highway, the average property owner is naturally anxious for a road that costs but little because he is the person who will have to pay for it, and he does not seem to care or realize that it may be entirely unsuitable, soon wear out and become a source of endless trouble and expense.

I am afraid that these false ideas of economy will always stand in the way of attainment of good roads while the present system of assessing a road improvement on the adjoining property remains in force.

The local improvement tax, which is a tax levied by Cities and municipalities against the adjoining property for the improvement of streets and highways, is a lien upon the property considered to be benefited by the improvement and if the tax or assessment is not paid the property may be sold to pay such assessment.

This taxation frequently becomes a heavy burden on the poor man who is trying to buy or keep up a home of his own and the menace of it deters many others from even trying to get a home.

A further inequity in our present system is that, although a person owning property on an improved street has to pay a very large proportion of the cost of the improvement ad-

joining his own property, he is also assessed, through the current revenue tax, for a proportion of the cost of the construction and maintenance of macadam roads and temporary sidewalks in other parts of the City.

#### A Wheel Tax Necessary.

The persons who derive the greatest benefit from the construction of good roads are not necessarily the persons whose property adjoins the road but those persons who make use of the road by travelling in wheeled vehicles from one place to another by way of the road.

Does it not then seem logical that it is not the real property but the vehicle that should be assessed for both the constructions and the maintenance of our streets and highways?

I think all owners of automobiles and other vehicles will admit that the amount of travelling they do on the street on which they live is a very small proportion of the mileage over which their vehicle travels.

If it is admitted that it is the vehicle which should be assessed, the question arises as to how the assessment should be made fair and equitable. The old Toll gate method would, to my mind, be objectionable as tending to restrict traffic, nor would it be easy of practical application as a large proportion of the revenue created would be used up in cost of operation and, in any event, it could only be adopted on trunk roads.

The method of assessing on a wheel basis appeals to me as being most equitable. As a writer humorously puts it—"we should pay through the wheel and not through the nose for our pavements."

My ideas run along the line of a double tax, one collected by the Provincial Government, the revenue from which would be applied to the construction and maintenance of the main trunk and certain other roads, and a smaller tax collected by the Cities and Municipalities, the revenue from which would be applied to the construction and maintenance of purely local roads. The municipal tax would be collected from the owners of all vehicles having their headquarters within the municipality.

All money raised by this taxation would be used on the roads and not applied to any other works.

In the Province of Ontario the government has adopted the policy of paying the whole of the cost of construction and maintenance of all main roads and sixty per cent. of the cost of construction and maintenance of what it designates as "Provincial County Roads".

It also pays forty per cent. of the construction of "suburban roads" and twenty per cent. of the cost of maintenance.

This policy should enable the cities and municipalities to keep their roads in a reasonable state of repair without putting an excessive burden on the property owner.

Last year the Government of the Province of Nova Scotia very wisely passed an Act providing for the setting up of a Provincial Highways Board. It will be the duty of this Board to collect information regarding the highways of the Province, to lay out, plan, classify, and control the construction and maintenance of the roads of the Province. A Provincial Highways Fund is to be established consisting of contributions from the Federal and Provincial Governments, all license fees collected under the Motor Vehicles Act and a small stated percentage of property and income tax receipts.

I do not think that the average person who owns a vehicle would object to a wheel tax that would ensure that he had good roads to travel over and which would result in a considerable saving in his operating expenses.

The savings in repairs, gasoline, oils, etc. would surely compensate him for a reasonable tax collected.

I would like to hear this subject of road taxation thoroughly discussed as the present system is one that is putting our cities in a position where, before long, it will be impossible to give the citizens good roads with reasonable taxation.

#### Some Old Roads.

The making of tracks and roads must have originated at the time when man first emerged from a state of complete barbarism. At first, the natural way which is adopted even by many of the lower animals, was to choose the line of least resistance in moving from place to place, gradually tramping the ground into a hardened path. Then, when beasts of burden were brought into use, better and wider paths were required, obstructions were removed and rough bridges built. The next step in the evolution of roads must have occurred when wheeled vehicles came into use, these

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required still wider and firmer roads and so the art of road building gradually developed until it culminated in the great military highways of the Romans, constructed about the beginning of the Christian Era.

So we see that the subject of good roads is by no means a new one. Authentic records are in existence establishing the fact that a great highway was constructed in Egypt by Cheops the Pyramid builder, more than 2000 years before Christ. The magnitude of this undertaking can be realised when we are told that it occupied the time of one hundred thousand men for ten years in the building. It is beyond question that the Chinese were also well skilled in the art of road building before even this remote period. The Babylonians, Phoenicians, Carthaginians and Romans also realized the value of good roads and some splendid examples of Roman road building are in existence today.

Some years ago I had the pleasure of inspecting the old Roman military road known as Watling Street, which originally stretched between London and Chester, and which was constructed during the Roman occupation of England.

Many sections of this road are in constant use to-day, and are in an excellent state of repair and preservation. The construction is very similar to the methods now employed in macadam road building, but a considerably greater depth of road metal was then used than is now considered necessary. At the place where our observations were made the total thickness was over four feet. The object they hoped to achieve by this massive construction was the elimination, to a great extent, of the necessity for constant maintenance. It is stated that some of these roads existed for hundreds of years in fair condition without maintenance.

The greatness of the ancient Roman Empire depended largely upon its roads, which were built both for commerce and war, and at the height of its power it is said to have had twenty-nine main military highways, with an aggregate length of over fifty thousand miles, radiating from Rome to the farthest parts of its huge Empire.

The Babylonians are credited with building a very fine road extending from Babylon in Arabia to Memphis in Egypt, and along this road were established the famous ancient commercial cities of Antioch, Tyre, Damascus, Niveh and many others. Thus we see that the value of good roads as a necessity in the development of trade and commerce has been realized for countless ages.

### Roads in France.

Coming to modern times we have to thank the excellent system of good roads obtaining in France for the defeat of the Germany Army at the Marne. Without the splendid system of good roads with which this part of France is so plentifully supplied and which, by the way, were laid out by Napoleon, whose activity as a road builder was only overshadowed by his greatness as a soldier, it would have been impossible for General Joffre to have succeeded in concentrating his troops, which he did by commandeering all sorts and descriptions of automobiles and carrying from Paris, over these good roads, a steady stream of soldiers, day and night, thus stemming the German drive, saving Paris, and without doubt, altering the whole course of the war.

The purpose of road building is to provide a way for transporting goods and persons from one locality to another with the least amount of power and expense. The ease with which this transportation can be carried on is governed by the resistance which a road offers to traffic and an ideal road is one that will offer the maximum amount of resistance with the minimum amount of friction. Before the advent of high speed motor driven vehicles a well constructed water bound macadam road had these necessary qualifications, but, now-a-days, when the preponderance of traffic is of a high speed motor driven character, a water bound macadam road is by no means ideal. A description of a water bound macadam road may not be out of place for the benefit of those who are not familiar with the technical names of the various types of roadway.

### Water Bound Macadam.

A water bound macadam road is constructed of broken stone, varying in size from three inches to fine screenings, carefully spread on a prepared subgrade, compress-

ed with a heavy roller and sufficient water applied to cement the whole into a homogeneous mass.

During the years 1911, 1912 and 1913 the city of New Westminster constructed many miles of this type of roadway at an average cost of 90 cents per square yard, at this time Hassam and Bithulithic each cost \$2.25 per square yard. Owing to the increased cost of both labour and material a macadam road now costs \$1.10, and it is reasonable to assume that the cost of other types of paving has increased in an equal ratio of proportion.

It is a difficult problem for those interested in road building, and one that has not yet been satisfactorily solved, to devise a road surface which will be satisfactory to both horse drawn and motor driven traffic. An ideal surface for automobiles will not provide a good foothold for horses, nor will a roughened surface prove entirely satisfactory for automobiles. These two types of traffic differ so absolutely in their requirements that this fact alone must tend very considerably to hasten the time when horse drawn traffic will be entirely eliminated from our main highways.

In view of the fact that motor vehicles are so rapidly superseding horse drawn traffic, the efforts of road builders are being more particularly concentrated on securing a pavement, the first cost of which will not be prohibitive, and upon which the maintenance, under motor traffic, will also be within reasonable bounds. In so far as the highways connecting New Westminster, Vancouver and the neighbouring municipalities are concerned we are served with a number of well constructed macadam and gravelled roads, and what we now need to keep these roads from rapidly wearing out is a surface or coating of some material of a lasting nature.

In my opinion there is no more necessity to disturb our existing macadam or gravelled roads in order to construct a concrete base on which to place a wearing surface than there would be to excavate solid rock for the same purpose.

Our existing roads are now so thoroughly consolidated, where the drainage is good, that any load placed upon them is sufficiently well distributed for all reasonable demands.

### Asphalt Coating.

In the spring of 1917 the City of New Westminster applied to its leading macadam roads a coating of asphaltic oil, containing about 80 per cent. of asphaltum. This asphaltic oil was applied at a fairly high temperature, and the coating averaged one twenty-fifth part of an inch in thickness, sand was afterwards spread over the oil, forming a surface mat.

This treatment has proved of great value in protecting the roads from the winter rains and snow, and the ravelling effect of fast moving traffic, but it cannot be regarded as a permanent solution of the problem, the spray coat is necessarily so thin that the roads require annual, and on the more heavily trafficked streets, semi-annual treatment to keep them in fair condition. The cost of this treatment only averaged 2 cents per square yard, or \$210 per mile of roadway—18 feet wide.

Since the time when it became evident that an ordinary macadam road would not stand up under motor traffic, innumerable pavements have been patented and all of them have their advocates, but it is pretty generally conceded by highway engineers that the surface should be of a bituminous or tar composition. The principal advantages possessed by bituminous surfaces are that they can be expeditiously laid, thereby causing the minimum amount of inconvenience to traffic, they are easily repaired without showing an unsightly patch, there is neither vibration or concussion when travelling over them, and if properly laid, they do not crack.

A method of treating existing macadam roads which is meeting with great success in the Eastern States and on the European Continent is that known as tar-macadamizing, the mode of procedure is as follows:

On a thoroughly consolidated water bound macadam road which has been well broomed and swept free from dust, and after all depressions have been filled, a layer of crushed rock is spread, varying in thickness from one to three inches, according to the amount and character of traffic the roadway will be called upon to carry, and thoroughly rolled. Into the new surface a mixture of tar and pitch is poured, either from hand pouring cans or by wheeled distributors, the mass is then rolled, chip-

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pings being broomed into the interstices during the rolling. After this second rolling the surface is broomed free from all loose stone, and treated to a light, or squeegee, coat of tar and pitch covered with a layer of coarse sand and again rolled.

In the City of Liverpool, England, this type of surface was first laid in the year 1901 on a street carrying a weight of traffic amounting to 120,000 tons per yard width per year, and has been in continuous use ever since without requiring any expenditure for maintenance or repairs. The class of traffic carried by this road consists of automobile and carriage traffic besides a considerable amount of a heavier character.

In the State of Massachusetts this type of surface has been tried out on seven State highways, the thickness adopted is two inches and the traffic ranges from medium to very heavy trucking. The first surface was laid in 1913, and the latest in 1916. The cost of construction, including a four inch crushed rock base, which was necessary because they had not the solid foundation which we possess in our macadam roads, averaged \$1.19 per square yard, and the cost of maintenance per square yard per annum ranges from nil to 1½ cents, this small maintenance charge is for sanding to prevent slipperiness in the very cold weather, no other maintenance being required. Mr. Dean, Chief Engineer to the Massachusetts Highway Commission, says "No repairs have been made nor necessary, nor probably will be for some years." Shortly before the outbreak of war the French Highways Department asked the French Government to set aside \$50,000,000 to be used during the following eight or ten years in surfacing with bituminous macadam about 6,000 miles of their national routes. This programme has necessarily been postponed, but Mr. Maughan, Engineer for the County of Warwick, and now on active service in France, says, "one of the revelations of the war is the way bituminous and tar macadam stands up to its work." In Shanghai these roads proved so successful that thirty-six additional miles were laid during 1917.

Mr. Birch, Borough Engineer for East Ham, a suburb of London, gives the cost of maintenance of two adjoining sections of roadway subjected to heavy traffic. One section is water bound macadam without a protection coat, and it cost 26½ cents per square yard, per annum to maintain; the other is water bound macadam with a tar macadam surface, and this cost six cents per annum to maintain.

At the Annual Road Conference of the Institute of Municipal and County Engineers, held during the latter part of July, Mr. Hooley, Borough Engineer for Oxford, and a road engineer of eminence, gave a paper on the subject of the roads under his jurisdiction. The conclusion at which he has arrived after an experience of very many years, is that a macadam road with a tar macadam surface is the best and most economical for a general purpose highway.

Mr. Hayward, President of the Institute and Engineer for Battersea, said that tar macadam is a most excellent material to put on roads, and that they get most excellent results from it, providing they exercised great care in laying it, and care in supervising it after it is laid. He had tar macadam roads in his district which had been laid for fourteen years, and were in practically as good condition to-day as when they were laid, and had cost really nothing to maintain.

Coming close to home, I am indebted to Mr. David Whiteside, M.L.A., for the information that a considerable mileage of this pavement was laid in the Municipality of Oak Bay, Vancouver Island, during the years 1912, 1913, 1914 and 1915 and is giving excellent satisfaction. The surfaces were laid on a newly constructed water bound macadam road, and the thickness adopted was 2½ inches. The cost of the surfaces varied from 45 to 50 cents per square yard, or \$4,752 to \$5,280 per mile of roadway—18 feet wide, and the annual maintenance cost is slightly over 2 cents per sq. yard.

Making due allowance for the large increase in cost of both material and labour, the following figures should be very close for roads in this vicinity at the present time.

One inch surface—\$6,000 per mile—18 feet wide.

Two inch surface—\$10,000 per mile—18 feet wide.

These figures refer, of course, to the cost of surfacing only, and do not include the cost of preparing the road to receive the surface, this expense will naturally vary with the condition of the road to be treated.

It may be argued that this "penetration" type of surfacing is not so good as the mixed method, such as the surface on a number of our city streets, and on the Vancouver-Eburne Road, and this may be true, but from my own knowledge of the Liverpool streets, from Mr. Dean's experience of the Massachusetts highways, and from the experience of many other municipal and highway engineers who have laid similar pavements I feel justified in saying that it is sufficiently good for our requirements.

It has two great advantages over the mixed method in as much as it can be laid without any additional outlay for plant except a small expenditure for tar boilers and pouring cans, and, best of all, there are no patent rights and consequently no royalties to pay.

The reason for dwelling at length on this particular type of surfacing is that, with the great extent of the Province of British Columbia, requiring an enormous mileage of roads for its proper development, the heavy cost of grading owing to its hilly formation and the very small mileage of roads we now possess in comparison with the area of the Province, the cost of the more expensive types of pavement in any appreciable quantity would preclude the possibility of our ideas materializing for very many years, and consequently retard our growth in all lines of industry.

So much literature is available extolling the virtues of concrete and the various types of patented bituminous pavements that it is entirely unnecessary to mention them here, the gentlemen representing the interests concerned will be very much in evidence with facts and figures when the psychological moment arrives.

With an inexpensive pavement such as the one described, a progressive policy of improvement and a more equitable method of assessment it would not take many years to gridiron the lower mainland with a network of good roads without causing a drain on the Provincial Treasury or a hardship on the individual property owner.

In conclusion I would say that no matter what price you pay for your pavement it will prove dear unless the work is carried out with the best materials, under the direction of competent, experienced men and an efficient system of maintenance adopted.

Moved by Mayor Miller, seconded by Alderman Woodside, the address of Mr. Stewardson be incorporated in the Minutes of this Convention, and that copies thereof be printed and circulated amongst the various municipalities.—Carried.

### RESOLUTION RE CHEAPER HOMES FOR RETURNED SOLDIERS AND SAILORS.

"Whereas the increasing price of rents and shortage of supply of houses in and around greater Vancouver and neighbouring municipalities is causing more and more hardship upon the wives and children of our soldiers and sailors as well as the widows and families of those fallen.

And whereas our soldiers and sailors now returning home and still to return should have the opportunity of purchasing on easy terms small homes, and the members of this Convention desire and believe that the citizens of the Province wish to assist our soldiers and sailors in their needs.

It is therefore moved by Leon J. Ladner (Delta Municipality), and seconded by M. J. Crehan (West Vancouver Municipality), that the members of the Convention endorse the proposal that the Government of the Province of British Columbia, for the assistance of our returned soldiers and sailors, those to return and their dependents, undertake the construction of a substantial number of small houses on lands owned by municipalities or the Provincial, or Dominion Governments as may be decided—such lands selected to be in convenient locations; that the cheapest rate of interest be obtained by a loan from the Dominion Government; that such houses be sold at cost on terms extending over a period of years, or until sold rented, to our returned soldiers, sailors, nurses, those to return, their dependents, the widows of the fallen and others of such classes properly entitled by virtue of active service and in conclusion that the method and detail of working out such scheme be determined by the

## CONVENTION OF B. C. MUNICIPALITIES— (Continued)

Provincial Government in conjunction with the various municipalities throughout the Province.

That a copy of this resolution be sent to the Secretary of State for Canada and to the Premier of the Province by our Secretary.—Carried.

Moved by Councillor Loutet, seconded by Commissioner Gillespie,

"That allowances to dependents of soldiers and sailors be advanced in proportion to the increased cost of living as based on statistics of the Dominion Government, and that a copy of this resolution be sent to the Secretary of State for Canada for submission to the Executive Council."—Carried.

### Resolutions Committee. City of Victoria.

1.—Resolved, that in the new Municipal Act the principle of determination by arbitrators of claims for damages or compensation for property taken, used or expropriated, or injuriously affected, in the exercise of the powers of the Municipality shall be eliminated so far as relates to municipalities of the first class, and all such claims shall be determined by action in the Supreme Court or County Court, according to the amount involved, with the usual right of appeal.

Committee recommends this resolution be endorsed by the Convention.

Moved by Reeve Borden, seconded by Reeve Kidston, that this resolution be not adopted.—Carried.

2.—Resolved further that in the event of the present principle of arbitration in such cases being retained the Act should provide for an appeal from the proceedings and award of the arbitrators to the same extent as is now provided by the Railway Acts of British Columbia and Canada.

Committee recommended the endorsement of this alternative proposal to resolution No. 1.

Moved by Alderman Arnold, seconded by Reeve Vinson that the Convention endorse this resolution.—Carried.

3.—Municipal Act: Subsection (195) of section 54 is hereby repealed, and the following is enacted in lieu thereof:

"(195) For permitting and regulating the constructing, placing, use or maintenance on, under or over any sidewalks or streets of all or any of the following fixtures or things, namely: pumps, stands, tanks, pipes, hose or fixture for supply or delivery of gasoline, oil, air or water; areas, cellars, openings, gratings, sidewalk-lights, trap-doors, awnings, porches, porticoes, verandas posts signs, sign-boards and clocks, whether heretofore so placed, constructed, used or maintained, or hereafter so to be; and for fixing and collecting a reasonable annual charge for the use of all or any thereof payable in advance; and for requiring indemnity to the Corporation against any claim, loss, damage and costs which may be occasioned by reason of such construction, placing, existence or use of any of the said fixtures or things; and for making the amount of any such claim, loss, damage and costs occasioned to the Corporation a first lien or charge on the real property in connection with which such fixtures or things are placed or used; and for issuing, refusing, suspending, cancelling or rescinding permits, or entering into agreements or any or all of said purposes."

Committee endorsed this resolution and recommended that same be embodied in new Act.

Moved by Councillor Loutet, seconded by Clerk Farmer, that the recommendation of the Resolutions Committee be adopted.—Carried.

4.—City of Chilliwack: That power be given to municipalities to control and regulate the sale of near beer, cider and other like beverages and also to refuse or cancel any license subject to the applicants' right of appeal.

Recommended for adoption.

Moved by Councillor Loutet, seconded by Reeve Kidston, that this resolution be not adopted.—Carried.

### Resolutions on President's Report. Compulsory Tax Sale.

That this Resolutions Committee recommends the Convention to endorse the remarks of the President in his report in the matter of holding compulsory annual tax sales.

Moved by Reeve Vinson, seconded by Mr. M. J. Crehan, that this resolution be taken into consideration by the drafters of the new Act.—Carried.

### Administration Merger.

Re merging the administration of adjoining municipalities in one central office.

That the Resolutions Committee recommends the adoption of the suggestion contained in the President's report by the Convention, and referred it to the incoming Executive Council for action.

Moved by Councillor Loutet, seconded by Mr. L. J. Ladner, that if adjoining municipalities desire to join together with a view of facilitating administration, they be permitted to do so under the new Act.—Carried.

That in the opinion of this Convention of the Union of B. C. Municipalities it is absolutely necessary that a more adequate recompense should be made to the dependents of our soldiers and sailors.

And that a copy of this resolution be forwarded to the Hon. the Premier of Canada, and they respectfully urge upon the Government the desirability of immediately dealing with this very urgent question.

The subject matter of the above resolution has been already dealt with in the report of the special committee appointed to investigate.

### Resolutions Committee.

Moved by Mayor Wright, seconded by Mayor Ashwell, that this convention expresses its unbounded appreciation and thanks to the Reeve and Municipal Council of Penticton for the splendid manner in which they have provided for holding the meetings, and also the comfort, entertainment and well being of the delegates. The generous and whole-hearted efforts of the citizens to make our stay one of the utmost pleasure have been much appreciated by all, and the success of their efforts is voiced in the unqualified pleasure expressed by the delegates. Please convey to them our very best thanks for such services.

The Convention also wishes to record its appreciation of the valuable services rendered by your able and genial Clerk, realizing that he has spared no effort in bringing about the success which has attended the Convention held in your city, and he is worthy of every consideration for the manner in which his duties have been performed.

The Convention in your beautiful city has been from every point of view one of the most successful ever held by the Union, combining in the highest degree both business and pleasure, and the recollections of our visit will provide pleasant reflections for many years to come.

The President was instructed to convey this resolution.—Carried.

Mayor by Mayor Miller, seconded by Clerk Greig, that the secretary be instructed to convey the thanks of the Convention to the Corporation of Summerland, in the following words:

"To the Reeve and Council of Summerland:

Your Worship and Gentlemen,—

The Union of British Columbia Municipalities wishes me to convey to you the very best thanks of all delegates for the kindly manner in which they were received at Summerland on the 19th instant, appreciating very much the hearty co-operation of your municipality with the municipality of Penticton, in providing entertainment for them.

All express themselves delighted with what they saw of your beautiful district, and with the success which attended the efforts of your citizens in providing an enjoyable time.

Kindly convey to your workers, who did so much, our heartiest thanks for their many kindnesses.

Yours very truly,

E. H. BRIDGMAN,

President."

—Carried.

Moved by Mayor Perry, seconded by Clerk Dickinson, that all resolutions receiving the endorsement of the Resolutions Committee and adopted by the Convention, be referred to the solicitor to suitably draft for their incorporation in the Act.—Carried.

### Chairman's Remarks.

"Your Resolutions Committee beg to report their duties as finished, and I wish to express appreciation of the services rendered by them.

In this connection I will also state that in dealing with the many questions we were highly honoured and favoured by Dr. McLean, Minister of Education, who gave the Committee the benefit of his knowledge and advice on many questions; the same applies to Solicitor McDiarmid and Municipal Inspector Baird. Mr. Thomas, Assistant Clerk,

## CONVENTION OF B. C. MUNICIPALITIES— (Continued)

City of New Westminster, gave invaluable assistance to the Committee."

Moved by Councillor Webb, seconded by Councillor Mulgrew, that the above report of Reeve Fraser, Chairman of the Resolutions Committee, be received and filed.—Carried.

### Report of Constitution Committee.

"The President and members of the

Convention of the Union of B. C. Municipalities:

Gentleman:—

Your Committee on the Constitution of the Union beg to report as follows:—

Section II, Clause b.—The financial statement read at this Convention discloses a balance of cash on hand, for which reason your Committee does not suggest changing the subscriptions unless the Convention or its Executive consider that more funds are required, and even this contingency might be met if each municipality in the province subscribed.

Section III, Clause e to k (inc.) These are more in the nature of "procedure" than "objects," and your Committee recommend that they form a separate section to be called "Procedure IV." and relettered "a" to "g" inclusive; and that clause "K" be re-written to read as follows: for more clearness:—

"g" Such members of the preceding year's Executive who are not delegates to the current year's Convention shall be entitled to the full powers and privileges of delegates during such Convention only, and except the Secretary-Treasurer, shall not be eligible for re-election."

Fees IV. Your Committee recommend that this be struck out, the matter being covered by Section II, Clause b.

Annual Meeting, V.—It is recommended that this be changed to read as follows:—"The Annual Meeting shall be held at such place as shall be determined by vote at the previous meeting, and at such time as the Executive shall arrange."

Executive, VIII.—Filling of vacancies. Your Committee recommends that a vacancy in the Executive be filled from and by the Municipal Council, to which the member causing the vacancy belonged.

Subjects for discussion, IX.—Your Committee recommend that the words "list of" be substituted for the words "report on" in the fifth line of this section, and that the words "such list" be substituted for the words "these matters" in the sixth line thereof, and that the words "from a Council" be added after the word "matter" in the eleventh line thereof.

Rules of Procedure.—Your Committee consider that the courtesy and tact of our Presidents are far more effective than formal rules of procedure in promoting free discussion and only recommend the following additional clause:

"That the President have the authority in his discretion to limit the time of each speaker on any subject at the Convention."

All of which is respectfully submitted.

FLOYD,

Chairman.

Moved by Councillor Loutet, seconded by Alderman Lynch, that the report of the Constitution Committee be adopted, with the amendments therein set out.—Carried.

### Municipal Act.—Public Utilities Commission.

Moved by Mayor Miller, seconded by Alderman Woodside, that this Convention place on record its approval of a public utilities commission.—Carried.

### Personnel.

Moved by Clerk Floyd, seconded by Alderman Pearson, that the duties of the Local Government Board and the Public Utilities Commission are so entwined that they be the same body.—Carried.

### Victory Loan.

Moved by Mayor Gale, seconded by Councillor Watt, that the Union of British Columbia Municipalities assure the Minister of Finance of the Dominion Government that it endorses this annual Victory Loan, and each delegate pledges his assistance and support to the British Columbia Provincial Victory Loan Executive.—Carried.

### Municipal Act.

Moved by L. J. Ladner, seconded by Mr. Crehan, that section 4 be changed so that the regulations of the Local

Government Board may be open to appeal by the municipalities.—Carried.

Moved by Mr. L. J. Ladner, seconded by Alderman McBain, that the classification of municipalities be left to each municipality individually.—Carried.

### Term of Office for Mayor and Aldermen, Reeve and Councillors.

Moved by Mr. Crehan, seconded by Mayor Shatford, that present system stands.—Carried.

Reconsideration of above resolution; moved by Reeve Fletcher, seconded by Mayor Perry.—Carried.

Moved by Mayor Perry, seconded by Reeve Kidston, that there be a two-year term for all classes of municipalities, one half the council retiring annually.—Carried.

Moved by Mr. Crehan, seconded by Mayor Shatford, that the present system stands for the election of mayor or reeve.—Carried.

Moved by Councillor Loutet, seconded by Alderman McBain, that the principle of the creation of municipalities of the fifth class be adopted.—Carried.

Moved by Reeve Kidston, seconded by Mr. Crehan, that section 16 of the draft memorandum be eliminated.—Carried.

Moved by Councillor Loutet, seconded by Mayor Perry, that the matter of sending a questionnaire to all the municipalities in connection with the new Act be left to the incoming Executive Council.—Carried.

Moved by Clerk Floyd, seconded by Reeve Fletcher, that the questions included in sections 17 and 36 of the draft memorandum be included in the questionnaire.—Carried.

Moved by Reeve Fraser, seconded by Reeve Fletcher, that the language in the 4th line of section 48 be changed to read "taxation on land or improvements or both."—Carried unanimously.

Moved by Clerk Moore, seconded by Councillor Webb, that the following resolution be included in the questionnaire to be sent each municipality.

"That the annual voters' list be compiled from the list of such persons who, being British subjects, have paid taxes not less than \$2.00 for the current year, subject to such persons having taken and filed a statutory declaration on or before such date as may hereafter be decided. Householders and license holders to be dealt with as at present.—Carried.

The Convention here adjourned for lunch.

Convention called to order by the President at 2 p.m.

Moved by Reeve Fraser, seconded by Clerk Moore, that this Convention recommend to the Educational Department that school areas be created irrespective of municipal boundaries.—Carried.

Moved by Councillor Shallcross, seconded by Councillor McNeill, that the solicitor draft a suitable section in the Act providing that in all school expenditures where there is a difference between Council and school board, the Local Government Board shall decide finally on the question.—Carried.

Moved by Councillor Webb, seconded by Alderman Watts, that a vote of thanks be tendered the Resolution Committee for their labours at this Convention.—Carried.

Moved by Mr. McQuarrie, seconded by Councillor Mulgrew, that in the opinion of this Convention in legislation constituting the proposed Local Government Board and Public Utilities Commission, provision should be made to protect existing contracts.—Carried.

### Compulsory Tax Sales.

Moved by Councillor Diggon, seconded by Clerk Farmer, that this Convention endorse the principle of a yearly tax sale.—Carried.

Moved by Councillor Loutet, seconded by Mr. Crehan, that this Convention go on record as recommending that the past heavy arrears of taxes be taken care of on some such system as that of the City of Victoria.—Carried.

Moved by Clerk Cowper, seconded by Councillor Loutet, that the Government be asked to amend the wording of the section setting out the date for the tax sale, so that it will cover a month, rather than a specific date in that month.—Carried.

Moved by Councillor Loutet, seconded by Reeve Fletcher, that the date be eliminated in the meantime.—Carried.

Moved by Mr. McQuarrie, seconded by Councillor Loutet, that the rate of 1-5 mills be laid over as it infringes on the powers of the Local Government Board. (Section 48).—Carried.



## CONVENTION OF B. C. MUNICIPALITIES— (Continued) Wild Land Tax.

Moved by Mr. McQuarrie, seconded by Clerk Dickinson, that sections 49 and 50 be struck out.—Carried unanimously.

Moved by Alderman Sargent, seconded by Councillor Shallcross, that in the opinion of this Convention urban municipalities require other sources of taxation; other sources of revenue, than taxation of lands, and that this question be submitted to the Executive for consideration and recommendation to the Government.—Carried.

Moved by Councillor Loutet, seconded by Reeve Vinson, that section 51 of the draft memorandum be struck out.—Carried.

### Corporation Jurisdiction and Authority.

Moved by Mr. L. J. Ladner, seconded by Clerk Greig, that this Convention would ask the Government to grant the powers practically as outlined under this part of the draft memorandum.—Carried.

### Administration of Justice and Police.

Moved by Reeve Fraser, seconded by Councillor Mulgrew, that this Convention adopt the principles set out in sections 99, 100 and 101 of the draft memorandum.—Carried.

Moved by Mayor Perry, seconded by Clerk Dickinson, that the question of the registration of by-laws by the Local Government Board, be referred to the special committee on the drafting of the new Act.—Carried.

Moved by Mr. McQuarrie, seconded by Councillor Mulgrew, that the words in Section 76 regarding the appeal to the Local Government Board be struck out.—Carried.

Moved by Mr. McQuarrie, seconded by Mr. Crehan, that a vote of thanks be tendered to Messrs. McDiarmid and Baird for their work in connection with the drafting of the memorandum of the new Municipal Act.—Carried unanimously.

Moved by Reeve Fraser, seconded by Councillor Shallcross. Reeve Fraser: "I have very much pleasure in moving a very, very hearty vote of thanks to the Attorney-General and the Minister of Education, and our very, very great appreciation of their presence here just at this time."—Carried unanimously.

Thanks were expressed by the Attorney-General on behalf of himself and the Minister of Education.

Moved by Alderman McBain, seconded by Reeve Vinson, that a vote of sympathy be sent to the member of the community of Summerland who was hurt in the Stampede.—Carried.

### Election of Officers.

Nomination for President.—On the call for nominations for the office of President, Reeve Fraser, of Burnaby, being the only nominee, the President declared him elected by acclamation to the office of President for the coming year.

Nomination for Vice-President.—Reeve Borden, Mayor Wright, Councillor Loutet, Mayor Todd.

Upon a vote being taken Councillor Loutet was declared elected to the office of Vice-President.

Nomination for Solicitor.—Moved by Reeve Fletcher, seconded by Councillor Loutet, Mr. F. A. McDiarmid be re-elected as solicitor.—Carried unanimously.

Nomination for Secretary-Treasurer.—Moved by Mayor Miller, seconded by Alderman McBair, that Mayor Gray, of New Westminster, be re-elected.—Carried unanimously.

The Executive Committee was elected as follows:—Reeve Bridgman, North Vancouver; Mayor Gale, Vancouver; Mayor Perry, Prince George; Mayor Miller, Kamloops; Reeve Smith, Penticton; Reeve Fletcher, Point Grey; Reeve Borden, Saanich.

The Committee on the Municipal Act was elected as follows: Mayor Wright, Armstrong; Clerk Dickinson, North Cowichan; Councillor Shallcross, Oak Bay; Reeve Patterson, Delta; Auditor Floyd, Oak Bay; Mayor Ashwell, Chilliwack; Reeve Kidston, Goldstream.

Commissioner Gillespie and Reeve Bridgman, of South Vancouver and North Vancouver respectively, were unanimously elected as the representatives of the Union upon the Board of the British Anti-Tuberculosis Society.

### Next Place of Meeting.

Communications were received from Victoria and North Vancouver inviting the Union to hold its next Convention in these cities. Upon a vote being taken 49 votes were polled for North Vancouver, 16 for Victoria, and it was declared that the city of North Vancouver had been selected by the Union to hold its next Convention.

Moved by Clerk Dickinson, seconded by Reeve Borden, that the committees appointed at the commencement of the Convention be honourably discharged, and thanked for their services at the Convention.

## Town and Rural Planning in British Columbia

THOMAS ADAMS

(Town Planning Adviser to Commission of Conservation.)

### What We Mean by Town Planning.

What we mean by town planning in Canada is much more than the name implies. We mean the laying out and development for proper use of all land for the purpose of securing convenience, economy, health and agreeableness. In other words, we mean the planning of land so as to promote the conservation of the human and material resources of the country which form the foundation on which to build up production and wealth and not to promote speculation.

Whatever means we may employ, these objects must ever be kept in mind. To achieve them we must prepare our plans with due regard to three things, which I will name in order of importance. These are:

First—The health of the population.

Second—The best economic and productive use for which the land is adapted—whether for agriculture, manufacture or residence and whether for one or other of the different kinds of each.

Third—The efficiency of the means of communication for purposes of public convenience and ease of distribution of the products of our industries.

To attain these things it is essential as a means but not as an end in itself to make our plans fit the topography of the ground, but we will achieve little by doing so if we do not go beyond that one step in the preparation of our plans. Prince Rupert, as an example, was planned at great expense, but the want of regulations to secure the three objects I have named has resulted in Prince Rupert being no better and no worse than other un-planned cities. The second question to be answered in advance is whether

or not the present system needs improvement. I think the answer given to the first question, if accepted as sound, may be regarded as disposing of the second, but I will assume you want me to answer it.

### Health and Land Development.

In a new country with ample spaces and with land costing nothing to begin with, apart from development costs we should have almost ideal conditions in regard to rural settlement, sanitation and provision of light and air to all dwellings. Your public health statistics show that this is not so. Many of the people in the rural districts of Canada are suffering from degeneration as a result of poverty and isolation, directly traceable to the settlement of bad land caused, originally by want of planning and classification. In parts of Ontario the social and health conditions of some of our rural territory are producing social diseases as bad as to be found in the most crowded of our cities. Scattered development makes education and social intercourse difficult and thereby injures young life. In British Columbia you are following in many respects the system of isolated, unplanned and unclassified settlement of land that has produced these evils elsewhere. In the cities there are insanitary conditions and overcrowding and an increase of the diseases caused by both in spite of the great progress made by municipal and public health administration. With the knowledge that we now have regarding the value of human energy as the chief factor in production it is deplorable that we have to acknowledge these things.

### Economic and Productive Use of Land.

The causes which produce unhealthy conditions in the rural districts are also a combined cause and effect of

### TOWN PLANNING IN B. C. — (Continued)

lessening production. A man who tries to farm unsuitable land is wasting his energy when he has it, and if he sticks at it long enough he becomes a burden instead of a health to the community. Scattered land settlement weakens every effort made to secure co-operation, rural credit and other essential foundations to rural progress. But we also suffer from bad economic conditions near our cities, in fact, one of the forces which operate in driving men into remote and inaccessible territory is the absence of a good system of land development where the land is fertile and near to population.

#### Rural Development in British Columbia.

There are communities of farmers in British Columbia to-day who are using a large portion of their energy and capital to overcome the evils of land speculation, which under proper development schemes would not have been permitted. In the Fraser valley you have weeds of wasted sub-divisions, vacant store buildings surrounded by fertile fields, hundreds of thousands of dollars of lost capital, the result of the get rich quick real estate speculator, with his corps of salesmen and prolific advertising. Amidst these to-day prosperous farms are growing up like those of Haggerty Bros., J. W. Berry and Reeve Wark facing difficulties created by attempting to use the land for a purpose for which it was unsuited. A writer in the *Province* tells a story of an active real estate salesman who was taking a party of prospectors to a quarter section beyond Murrayville. The party autoed from New Westminster and not far from their destination the road is said to wind in and out across the Hope line of the C. N. R. three times. "You see gentlemen," said the salesman, "the transportation facilities these lands offer—three great transcontinental right at your door, as it were, to market your produce."

When I see the idle lands round your prosperous cities with their great markets I cannot but compare them to their disadvantage with the farm on which I was reared at the very door-step of the market of my native city. There the farms were proportionately more fertile and profitable as they were nearer the market, and practically no land near the city was idle or unused. There are two ways to bring the producer and consumer closer together and the easiest and most practical way is to encourage the maximum of production close to your market, since the other of bridging over long distances involves difficulties of transportation that can be only partially overcome. When, therefore, you look at the results of our present system of land settlement and speculation in relation to primary production, is there not some room for improvement?

#### A Vancouver Illustration.

In the cities our heavy tax burdens, as well as our bad housing conditions are the result of want of proper planning. An investigation made by Mr. Dalziel, assistant city engineer of Vancouver, reveals the fact that much of the burden of taxation of that city is due to a bad system of land development. Streets are located in positions with grades of sixteen per cent instead of five, peat bog is used for building where the sewers settle 2 ft. 6 in. during construction, buildings are scattered causing rapid deterioration, good level land is left unbuild on when bog and deep ravines are converted into building land, at greater cost than it is worth. On 414 acres alone investigated by Mr. Dalziel the cost of development to the city of Vancouver for 4,400 citizens would represent, if the development were completed, an expenditure of over \$1,800,000—and a gross cost per 50 ft. lot of \$3,672 for land and improvements alone. The average man cannot pay interest on this cost hence the city has to face most of the burden. In actual town planning areas the cost of land and development varies from \$500 to \$1,500 per lot. As against a net cost of \$2,080 for the lots in one unplanned ward in Vancouver the cost of the difficult and expensive site of Shaughnessy heights works out at only \$1,080.

How can it be otherwise. Each family in the ward referred to has 170 feet of street frontage, 105 ft. of water mains and 65 ft. of sewers, not to speak of extra costs of hydrants, electric services, police, fire prevention, etc. Fire prevention and wastage represents a cost to us of from \$2 to \$3 per head more than in European countries, and costs of municipal administration in England are about 40 per cent less than with us; mostly because of our lack of effective control over development of land.

#### Loss in Local Improvement Expenditure.

One of the weaknesses of our system of financing land development is that we have not sought to plan and control that for which we were paying out of the public purse. Speculators have got the benefit and the permanent resident pays. We assume that we can tax back what we spend but practice shows that we do not always succeed in this, although it is no justification for bad development that the bad developer helps to pay. In the final analysis it is the producer that pays because he alone has the ability to pay.

In referring to some local improvement expenditure in Victoria the Local Improvement Commission reported (vide *Victoria Daily Times*, August 14th last), that the city in making certain improvements representing a cost of millions of dollars "joined in a real estate speculation." The speculators got the benefit, the parties to whom the property was transferred could not pay, and now the city has to shoulder a great part of the cost.

"At the time," say the Commissioners, "the work was done the former owners might properly have been required to pay in cash any excess in cash over whatever might have been established as a standard cost per front foot, unless the work was declared to be one of particular public benefit."

That may or may not have been a partial remedy, but the whole question of local improvements and planning of land development must be dealt with on more scientific and equitable lines and those who enjoy the benefit of increased values should be made to carry their due share of the burden.

Is there not room for some improvement in this matter which cannot be effected by readjustment of the system of taxation?

#### Means of Communication.

In both the country and the towns we are expending huge sums of money on improvement of roads. It is essential that we should do so, but as the Attorney General of your province has pointed out, the position of roads should be planned on a more scientific basis before you commit yourselves to further large expenditures on construction. Properly planned roads do not need to be relocated because they are too steep, or because owing to their wet foundations, they cannot be drained or maintained at reasonable cost. It will pay us to plan many of our rural roads and it will pay us more to so plan all new roads that they can be economically made and maintained, and so that communication will be rendered easier. Some hard things are said at times about the roads having had to follow the lines of cow or Indian trails — personally I have found the worst lines those of the surveyor who laid his lines out straight on the map without regard to natural conditions. The rectangular system of sub-dividing lands is not good even in the prairies but it is the height of absurdity to apply it as a highway plan for such a province as British Columbia.

#### Residence Streets Too Wide.

In the cities we have also to face the fact that we have been laying down absurd widths of pavement and street areas purely for purposes of air space. Why spend from \$2.50 to \$3 a square yard in paving air space when all you have to do is to regulate the height and density of buildings on lots, and arrange set-backs sufficient to enable the property owner to provide his own air space. In the interests of a better street system, as well as of health and production we need to plan so that our cities will spread out more evenly. In the final result they will cover less area than they do now for a given population and yet be freer from overcrowding and congestion. The worst overcrowding is often on the widest streets, showing that the means of securing air space is not by planning the streets alone. Streets should be planned to suit the character, use, height and density of building and while no main highway used as street railway track should be less than 100 feet wide, and building facing it might be permitted to go to that height, there is no reason why a working man should not be able to erect a one or two-storied cottage on a 30 foot street so long as he was prevented from erecting a higher building or covering more than 50 per cent of his lot.

Our cities have too much space and yet the streets in many places are congested; they are spread out too widely and yet in places are badly overcrowded; they have cost enough for sewerage and water supply and yet

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we have unsanitary homes. If you want your boy to grow up right, show him what is good and pat him on the back when he does it; do not show indifference to bad habits and then spank him after he has formed them. You must apply the common sense of that to the development of real estate.

You may think some of these suggestions go a little further in the way of interference with property rights than you think wise. Even so, is it not time to pay more regard to human life and less to the sanctity of that kind of property that injures it? Are you sure, however, that the selfish view of property interests is the right one for the owner and the public? Where land is concerned, the right to do with ones own is being used to injure the rights of neighbors and communities. Moreover, our system of taxation, be it just or unjust, is a greater burden on property than any reasonable restrictions on its use could ever be. If your restrictions are for the good of the community from the point of view of health and convenience they will benefit both the owner and the community. If you fail in restricting bad development then you cannot force good development by taxation. High taxes are no substitutes for unhealthy and uneconomic conditions; indeed they may help to make them worse.

**Industrial Decentralization.**

You must take the long view of these things. To build up your communities you want industries, people and money. One of the tendencies which is very pronounced in America to-day is that of the movement of large industries outside of cities. The great private corporation is finding it cheaper to build its own towns at great cost to itself rather than to use the equipment already provided and in existence in cities in spite of offers of bonuses and fixed assessments. One example of many is the United State Steel Corporation who are building a new plant in Ontario. They have acquired 1,000 acres to enable them to properly plan the town for their works, to provide their own sewerage and water supply system, to get roads of varied width, to get ample recreation and garden space, to avoid costly vacant lots and to give their workers' health and contentment. They say it pays—but even if they

didn't their actions show that it does. If this movement goes on it means the disintegration of large cities, loss of revenue, and more serious financial difficulties than ever before encountered. You have the power to arrest that tendency if you learn the lesson that industries want good planning, less waste in land development and good homes for their workers, rather than bonuses and fixed assessments. You also want people and money. To get both you must attract rather than drive industries away. Be careful also that your tax system, while rightly punishing the speculator, does not destroy all confidence in investment, for the remedy may be worse than the disease.

This is my last word on a few of many matters that surely need attention, unless we are to claim that the millions of dollars per annum, which we are spending on municipal administration in connection with the development of the land and of highways for traffic, is being spent to the best advantage.

**SUICIDE OF MONARCHY.**

The Macmillan Company of Canada recently published probably the most informative and certainly one of the most interesting volumes on the diplomacy of Europe immediately preceding the great war and afterwards. The title of this remarkable work is "Suicide of Monarchy," or the "Recollections of a Diplomat," by Eugene de Schelking, who was in the Russian diplomatic service for many years. The whole work is a strong indictment of secret diplomacy which made whole nations the pawns in the hands of a few men who for self aggrandizement, or even for mere caprice, had no compunction in sacrificing their own people. In the cases of the Central Powers, Russia and the Balkans the players were the rulers themselves, and the war itself has shown the total incapacity of these mere-accidents-of-birth to control the destinies of nations. If Mr. de Schelking's recollections will service no other purpose it will not have been written in vain if it will help to stamp out the old fashioned secret diplomacy that for centuries has been the curse of the world.

The volume should be read by every citizen of Canada.

# Montreal's New Government System\*

Howard S. Ross, K.C.

Under its amended charter the city is governed by a mayor, a commission of five members, called "the administrative commission of the city of Montreal," and a council composed of the mayor and one alderman for each ward. The present chief city attorney, the present city comptroller and the city treasurer are ex-officio members of the commission and may be dismissed only by a vote of two-thirds of all the members of the council and such dismissal shall take effect only if approved by the lieutenant-governor in council. The other members of the commission are appointed for four years by the lieutenant-governor who may, however, dismiss them at any time for cause and appoint their successors. The chairman of the commission is designated by the lieutenant-governor, his salary being \$12,000 per year. The other members of the commission receive \$10,000. Three commissioners form a quorum. The chairman or the member presiding in his absence shall vote as commissioner, but shall have no casting-vote.

The following powers are exclusively vested in the commission:

1. The powers which the city charter, the other general or special acts and municipal by-laws of the city conferred, previous to April 2, 1916, either upon the city, or the council, or the board of commissioners, or upon the two latter bodies jointly or subordinately one to the other.

2. The powers which may after April 2, 1918, be conferred (a) upon the commission appointed by a general or special act; (b) upon the city by a general or special act; (c) upon the council by a general act.

The resolutions, by-laws and other acts of the commission shall be submitted to the council in connection with the following matters: annual and supplementary budgets variation of funds; appropriations of the proceeds of loans; taxes and licenses; by-laws, with the exception of these defining the duties of the city officials, officers and employees; granting of franchises and privileges; annexations.

The council may, by a majority of three-fourths of all its members, reject or amend the commission's report of such matters within thirty days of their receipt by the city clerk, or within sixty days in the case of a by-law; otherwise they shall be deemed to be adopted. The council cannot, however, in amending the reports of the commission on questions of finance, increase or apply to other purposes the appropriations recommended, or add new ones. The approval of the municipal electors, whether proprietors of immovable property or others is not dispensed with, when the same is required.

The mayor shall represent the city on all ceremonial occasions; he may submit suggestions to the administrative commission, to the council and to the committees of the council; shall preside at the meetings of the council; shall have the right to vote on all questions submitted to the council.

For many years there has been much fault finding, and a royal commission resulted in what is known as the Cannon report, prepared by Mr. Justice Cannon. This was a scathing indictment of the administration. The city was then governed by aldermen elected one from each ward. The work of the council was divided between a large number of committees, the recommendations of such committees generally being adopted by the council. The charter was then amended and provision made for the election of a board of control in addition to the mayor and council. From the first there was friction between the two bodies and between the members of the board who made the mistake of giving each member a district or department control in practice quite arbitrarily. Matters continued to go from bad to worse; the debt, an abnormally large one, continued to grow and the demand became insistent that a new form of government be inaugurated.

While the charter prior and subsequent to the creation

\*From National Municipal Review for November — the Organ of The National Municipal League — Philadelphia.

of the board of control was quite broad the government of the province, which granted the charter, always took the view that it could at any time step in and pass laws directly affecting the city even though the city had apparently been granted such powers. The "home rule for cities" idea had made little if any headway in this province or for that matter in any part of Canada.

For some years delegations have been going, not to the city hall but to Quebec, pleading for amendments to the city charter until it became quite clear to those people that the city was really, in the important matters ruled at Quebec. Strangely enough the Quebec government was not expected (until recently) to take any of the blame for the lack of good city government. The French-Canadian electors seem at last to be very much aroused and recently have been holding public meetings protesting against taking away the power of the alderman and the granting of a new franchise to the tramways company. The thirteen members of the legislature from the District of Montreal are blamed. There are unconfirmed rumors that the Provisional Government now fear a mistake has been made and that there is a probability that within a few years the present commission will give way to a council. During the last session of the legislature far-reaching amendments to the charter were passed which in effect delegate the powers of the legislature to five commissioners appointed by the provincial cabinet.

As in most large cities much has been made of the alleged bad managements of the aldermen and little has been said publicly of the large sums—many millions lost to the city by the grant, in this case, by the legislature, or valuable public utility franchises for practically nothing; the exemption from taxation of much valuable property; the low taxation of property worth millions of dollars and held out of use for speculative purposes.

Montreal has also had, and is having the experience of having the question of valuable franchises gravely affect the city government.

And as usual the city continues to carry on the unproductive utilities which nevertheless give added value to the privately owned utilities.

It is significant that among those most active in pressing for amendments to the charter which would take the power from the aldermen, were representatives of some of our public utility corporations who apparently feared the aldermen would not favor the proposed new tramways franchise.

Some months ago the Provincial Government appointed a small commission with power to compel the city to enter into a new contract with the Montreal Tramways Company for a period of thirty-six years. This commission had the power to appoint valuers who would fix a value for the company's property. The value was placed at \$36,000,000 which valuation was perforce adopted by the city. The agreement was then enacted into law by the provincial legislature. The provincial government next appointed a tramways commission which is to act as the representative of the citizens and see that a proper service is given. The commission whose salaries are paid by the tramways company consist of an ex-judge, a civil engineer and an architect, all men of good standing who have been successful in their professions. Their decisions are appealable to the provincial public utilities commission whose powers are apparently not well defined and who so far have had little effect in the settling of questions usually determined by such commissions.

Notwithstanding the fact that the members of the new administrative commission are nearly all political appointments it is the general opinion that they will give as good government as is possible under such a system, but the all-important fact remains that "good government is not a satisfactory substitute for self-government" and that the electors of Montreal will not be content until they have a charter which will give them control of the affairs at the city hall and a larger measure of home rule than they have ever had.

## How To Find Out All About Fair and Reasonable Prices

The old-fashioned town meeting, when everybody in the town gathered in the town hall at the sound of a bell and discussed the problem with which the town had trouble, is the foundation of democracy in Canada. Everybody had a chance to express his opinion and out of a full discussion the truth was revealed and a solution obtained.

The town meeting has given way to the Municipal Council, elected annually, and much less elastic than the old order. The spirit of the town meeting is still prevalent in every Municipality and can still exercise considerable influence on the Municipal Council, especially round about election time.

The recent Order-in-Council, fathered by the Department of Labor, authorizing Municipal Councils to appoint Fair Price Committees to investigate the cost of living and to publish fair price schedules is an attempt to crystallize the spirit of the old town meeting, agitating the minds of the consumers within Municipalities and suggest to Municipal Councils the advisability of doing something to reassure consumers that the prices they are paying for foodstuffs are fair and reasonable, all things considered under war conditions.

This Order-in-Council provides a thoroughly democratic method of getting at the problem within Municipalities of the cost of living. The consumer is willing to pay the prices he is asked if he is sure in his own mind that these prices are fair and reasonable and that he is not being made the victim of profiteering. The fact that the prices for foodstuffs are higher to-day than they were in pre-war days makes the consumer think that profiteering plays a large part in enhanced prices. The out-of-doors man, meaning the man in the street, in this regard has nothing to go on except the pressure upon his pocket and instinct.

If a local Committee, familiar with local conditions, investigated the prices of foodstuffs within a Municipality and came to the conclusion that those prices were fair and reasonable, then the out-of-doors man would have a standard on which to base his judgment. He would readily believe that the members of the Fair Price Committee, being disinterested and cognizant of costs and conditions within the Municipality, would make a just report. If this Committee publish a list of fair prices which showed that the prices ruling in the Municipality were neither fair nor reasonable, the consumer would then know that his suspicions of undue profits to somebody were justified. If, on the other hand, the Committee's list of fair prices showed that the prices being charged within the Municipality were fair and reasonable, then the consumer would have to correct his judgment as to the prevalence of profiteering.

The proposal provided for by the Order-in-Council is in the right direction. It can do no harm. It may do good to have local Fair Price Committees appointed and fair price schedules published. Who will be harmed? The demand for such action has come up from the consumer and his consideration should be the first aim on the part of the members of Municipal Councils. If the consumer wants to know whether he is charged fair and reasonable prices within his Municipality, all he has got to do is to insist that his Municipal Council take advantage of the Order-in-Council that authorizes the appointment of a Fair Price Committee.

If his Municipal Council, however, declines to act in the premises, the consumer has reasonable grounds to suppose that the welfare of the consumer is not the first consideration on the part of the Municipal Council. Some Municipal Councils have criticized the Order-in-Council saying that it would do no good. Such a criticism is an expression of opinion and is not in the nature of a judicial utterance. How does any Municipal Council know that the appointment of a Fair Price Committee would do no good, until such a Committee is appointed, its report presented to the Council, and its fair price schedule published in the newspapers? "By their fruits ye shall know them," and in this day and generation an Order-in-Council is tested by its results.

Another criticism offered is that Municipal Fair Price Committees cannot cover the whole ground. No Municipal Council need worry about this for it is an obvious truth. But wherever the range of cost of a food product does

go outside of a Municipality, means are provided in the Order-in-Council that will furnish the Municipal Fair Price Committee with the necessary facts to assist them in their investigation and their judgment.

The fact of the matter appears to be that any Municipal Council that does not take action under the recent Order-in-Council to appoint a Fair Price Committee is afraid of the task that is reasonably its own. It knows that the consumers are exercised about the high cost of living and it also knows that it now has a means of ascertaining whether the disturbance in the public mind is due to unfair and unreasonable prices for foodstuffs, but looking into the water it fears to take the plunge lest it may antagonize some sections of the community in which it places its trust for re-election. The remedy for this state of affairs is in the hands of the consumers and they will be well advised if they do not allow the Municipal Council to camouflage the situation and keep them in doubt as to whether the high cost of living is due to excessive profits on somebody's part or merely to the action of the necessity of war.

When it comes to a real question of local importance absolutely within the purview of the Municipality, Municipal Councils have a strange way of acting like crabs and can only be brought up to the mark by agitation on the part of the consumers who are vitally interested in the cost of food. If the consumers desire action from their Municipal Councils they must agitate and force them to take advantage of the provision of the recent Order-in-Council that authorizes Municipalities to appoint Fair Price Committees, investigate the cost of living, and publish fair price schedules.

### MUNICIPAL OWNERSHIP WINS IN CHICAGO.

The Chicago municipal ownership forces of the city in general, have just won a most significant victory. The traction ordinance which the street car interests had framed up and forced through the city council over the mayor's veto, was defeated at the polls on November 5th, by over 30,000 majority.

### LIGHTING ON THE BLOOR ST. VIADUCT, TORONTO.

The Bloor St. Viaduct, Toronto, is one of the few civic enterprises finally completed during the period of the war. Its value to Toronto is almost inestimable owing to its strategic position in the city. The Viaduct connects Danforth Avenue on the east side of the Don Valley where there is a large and growing population, with Bloor street one of the main east and west arteries.

Previous to the opening of the Viaduct all traffic from the east and north-east of the city towards the middle, north and north-west had to pass over the Don Valley some miles or so to the south, thus congesting all the down town district.

A few particulars about the Viaduct at this time may be of interest. From Broadview avenue to Sherbourne street the Viaduct is practically one mile long. Its average width is 86 ft., consisting of 64 ft. 6 in. roadway and two 10 ft. sidewalks. The roadway is about 125 ft. above the Valley. The construction of the Viaduct is of reinforced concrete.

There is a double track civic trolley line on the Viaduct with a single line of trolley poles between the tracks. The pole is in three sections of 5 in., 6 in. and 7 in. steel tube and the trolley wires are carried on a double bracket arm ornamented with handsome cast iron braces. Immediately below the braces is a special Winter Joyner cast iron four light bracket containing at present 100 watt Nitrogen lamps and located 14 ft. 6 in. above the surface of the road. There are 36 poles in all spaced 90 ft. apart.

The present lighting is considered as a war time proposition and will undoubtedly be replaced or supplemented at some future time with lighting which will be more in keeping with the magnificent structure. Provision has been made for the possible installation of metal standards on each of the balustrades of the Viaduct and also along the curb of each sidewalk, and undoubtedly in the future some adequate scheme of lighting will be developed which will utilize a good portion of these outlets.

## Municipal Finance

By James Murray

### THE MARKET FOR CANADIAN MUNICIPALS.

The money raised by the Dominion Government in Canada, through the four Victory loans, is not only very convincing evidence that this country per capita, has become exceedingly wealthy, in spite, or because of the war, but that the people have become educated to the buying of bonds. This, of course, was due to the splendid advertising campaign carried on by the Canadian Press Association on behalf of the government. Now be it noted that the Province of Quebec—outside Montreal—did not subscribe very largely to the Victory loans. This does not mean that there was no money in the country districts of the province, neither does it mean that the Press Association's campaign was ineffective among the French Canadians. It was affective, so far as educating the people to the value and safety of bonds as investments, but the knowledge gained was used to buy municipals, no doubt by some persuasion on the part of the local bond dealers. And frankly one does not know but what it was well that it was so, for otherwise it would have been in mortgages that the saving people would have invested in. As it was, in the Province of Quebec, during the war, more municipal bonds were sold than in the rest of Canada—not only bonds of Quebec municipalities, but of many municipalities located in other parts of Canada.

Now that the war is over, what reason is there against municipal bonds being sold in Canada itself—by simply carrying on the campaign so ably started by the Canadian Press Association. For a long time to come neither the English nor American markets will be open for Canadian municipals, so outside our own big insurance companies, the only means of disposing of them is with the Canadian people—but through the Canadian bond houses. One or two municipalities have been able to dispose of small issues in small denominations direct to the buyers, across the municipal counter, but in each case the interest was high—had to be—and the cost of printing, clerks' time, etc., far exceeded the small commission saved by selling direct. What is more the bond houses have means of placing municipal issues that no single city or town has, even if the officials knew the financial market—which they don't.

### THE COLLECTION OF TAXES.

Commissioner Bradshaw, of Toronto, has just issued a most instructive report on the taxes collected in the city of Toronto during 1918. On a levy of \$20,267,727—(nearly four millions more than in 1917)—the taxes collected amounted to \$17,155,449 or 84.64 per cent. These are remarkable figures for a city of the size of Toronto, which not only speak well for the prosperity and local patriotism of the citizens, but for the evident up-to-date system of collecting. The following excerpts taken from Mr. Bradshaw's report are well worth studying:

#### Treasurer's Report on Taxes Collected During 1918.

A consideration of the tax receipts of the city of Toronto for the year is a cause for both satisfaction and thought. New records have been set but, on the other hand, certain weaknesses of the system are still apparent, and it is with this dual aspect in mind that I submit the final report of the facts, together with explanations and suggestions arising out of them.

**1918 Taxes.**—Although the 1918 taxes constituted the largest annual levy in the history of the City, it is most gratifying to record that of the \$20,267,727 so levied, no less than \$17,155,449 or 84.64 per cent has been paid, an amount which both absolutely and relatively far exceeds that of any previous collection. This result is not only convincing evidence of the general prosperity of the City but also a splendid tribute to the loyal spirit of its citizens, since their response to the demands of a tax rate that had become exceptionally heavy as the result of the obligations assumed by the City in connection with the war, cannot be interpreted otherwise. They have, moreover, the additional satisfaction of knowing that these war expenditures have been met by current taxation and will not again face them as a rate-increasing factor in the form of debt charges.

It is most encouraging to note that in every ward the proportion of the current taxes paid in 1918 is greater than in the preceding year.

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**THE COLLECTION OF TAXES.—(Continued.)**

**Four Years' Comparison.**—A comparison of tax payments for the past four years (1915-1918) shows that for each succeeding year, not only a larger collection has been made, but also a greater percentage of the taxes of the year has been paid. While the increase in the tax levy, in the course of the four years, has been \$5,738,702, the increase in the amount paid has been no less than \$5,851,113, which, coupled with the fact that almost 7 per cent more of the total levy has been paid in the current year than in 1915 is noteworthy.

Year.	Total Taxes	Total Taxes	Percentage
	Levied	Paid	Paid
1915 . . . . .	\$14,529,025	\$11,304,336	77.81
1916 . . . . .	14,981,712	11,892,494	79.38
1917 . . . . .	16,929,321	13,977,244	82.56
1918 . . . . .	20,267,727	17,155,449	84.64

**Business and Income Tax.**—The unsatisfactory character of the present method which has to be followed by the Department, in collecting these taxes, has been pointed out on several occasions, and representations made for an early application for legislation to enable the taxes to be collected immediately after assessment have been made and confirmed. Not only had the City to write off \$461,244 of this class of tax in the years 1912-16 as uncollectable, but in addition there is the expense involved in seeking these assessments, calculating the tax rate, making out the tax bills, and endeavoring to collect them, all of which cost is inevitably thrust upon the honest taxpayer. No business enterprise would tolerate for a greater time than it take to provide a remedy, such a leakage, and most certainly, in view of the already heavy tax rate which has to be borne by our citizens, earnest efforts should be made to eliminate this additional charge.

**Earlier Collection of Taxes.**—It is most desirable to have the date for the collection of taxes as early in the year as

possible, and in this connection some improvement has been made. In 1915 the first instalment was made payable on July 23rd; in 1916, on July 21st; in 1917, on June 29th, and in 1918, on June 14th. Thus, in the course of the past four years the date has been moved forward 39 days. The amount of taxes levied in the year is, of course, determined by the requirements of the City, as reflected in the Estimates, but as these disbursements commence on the 1st of January, there was paid out in 1918, practically one-half of the tax revenue, before the first instalment of taxes fell due. The taxes levied and required in 1918 for that year's appropriations amounted to \$20,267,727; therefore, there was paid out by the 14th of June, practically \$10,000,000, before any corresponding revenue had been received. A large part of this money had to be temporarily borrowed, the City having no surplus working capital, and the interest upon it approximated \$150,000. This, of course, was paid by the taxpayer, it having been provided for in the estimates, and is just another factor which tends to increase the tax rate.

The aim should be to remove this unnecessary charge, along with the others already referred to, and there is ample evidence to substantiate the statement that the taxpayer is willing to do what is necessary to accomplish this. In 1915, when the first instalment was called for on July 23rd, only 77.81 per cent of the year's taxes was paid; in 1918, when the first instalment was made payable on the 14th of June, 39 days earlier, a much better response was made, no less than 84.64 per cent of the year's taxes having been paid.

When the matter was considered in Council in 1918, it will be recalled that some doubt was expressed about the wisdom and practicability of a June collection, but the actual experience clearly indicates that the taxpayers generally, are in hearty sympathy with the endeavor to have the City's business conducted in a manner that is more in accord with what is the practice amongst private interests. In these cases, the budget is usually so arranged that revenue and expenditure occur coincidentally, and the spending of the funds does not precede their acquisition. It is hoped, therefore, that support will be given to the proposal to have the taxes collected at an even earlier date.

**Total Taxes Collected This Year.**—In addition to the current taxes collected in the year, amounting to \$17,155,449, an additional \$2,322,776 was paid on account of taxes which fell due in previous years, thus making the aggregate receipts for 1918, \$19,478,225.

**Over-due Taxes.**—Special efforts have been made in the collection of over-due taxes, with the result that now the only rolls outstanding, in the collectors' hands, are those covering taxes due in the years 1917 and 1918. The rolls for the previous years have all been returned, and the arrears have been registered against the properties. At the present time, the total amount of taxes in arrears is as follows:

Year.	Amount of Unpaid Taxes.
1916 and previous years . . . . .	\$ 318,470
1917 . . . . .	1,136,118
1918 . . . . .	3,112,278
<b>Total . . . . .</b>	<b>\$4,566,866</b>

In considering the subject of arrears of taxes, it must be borne in mind that these represent moneys appropriated for current expenditures, in the estimates of 1918, and preceding years, and although not yet received, have almost all been expended, the City having had to temporarily borrow funds in their place. This condition, with its attendant cost to the taxpayer, emphasizes the necessity of still greater vigilance being exercised in securing more prompt collection of that part of the City's revenue which is in arrear.

**Tax Sale in 1918.**—On the 17th of April last, a tax sale was held, and although the original list, containing lands liable for sale, embraced 3,677 parcels, and the taxes registered against the properties amounted to \$177,953, by the time the sale actually took place the taxes on all except 240 parcels, representing \$21,088.38, had been paid, or adjusted. Of this last number, 224 parcels, representing taxes of \$19,897, were sold, 6, owing taxes of \$966.93, were acquired by the City, and 10, the taxes on which amounted to \$224.41, were not sold.

**A MODEL REPORT.**

Commissioner C. J. Yorath's annual (1918) report of the City of Saskatoon, Sask., is not only a record of work well done but is a lead to the citizens for future civic activities, and as such is worthy of study by other municipal executives. Every question affecting the people is taken up keenly and dealt with intelligently. To bring the report right home a public meeting of the ratepayers was held at which diagrams and photographs illustrating each phase were thrown upon a screen. Such an innovation in describing the city finances and administration could not help but meet with success, as it did; the large audience appreciating to the full the confidence thus placed in them by the administration.

The following is a synopsis of Commissioner Yorath's report:

First part of the report deals with the capital debt. It shows the necessity for still continuing the policy of confining capital expenditures to those works which are absolutely necessary; as the debt is still larger than it should be and no doubt Dominion taxation will be greatly increased as a result of the enormous war expenditures. The gross debt is \$8,549,876.09 and the net debt \$3,075,292.83.

The sinking fund is up-to-date and the whole, i.e., \$1,388,818.00 is invested in gilt-edged securities which have earned a surplus of \$64,364.35 over and above the four per cent compounded annually, the basis upon which the sinking fund is levied.

The city has no outstanding treasury bills or short term debentures, and only \$103,862.00 or 1.18 per cent of the city's debt matures during the next five years. \$4,392,780.00 or 51.42 per cent matures in 1941, but the city has the option at that time of extending the repayment for another twenty years.

**Current Revenues and Expenditures.**

The current account shows a surplus for the ten months operation of \$22,335.31. The tax collections for the ten months amounted to \$716,702.89 compared with the current tax levy of \$1,042,726.00. The arrears of taxes as at the 31st day of October, 1918, amount to \$509,189.61. The bank loan on current account amounts to \$316,000.00 which represents borrowings on this year's account. There are no loans for previous years outstanding. This loan compares with a loan of \$269,377.00 on 31st of October, 1917, and \$925,000.00 on the 31st of October, 1913, showing that the city's financial position has greatly improved since the year immediately following the financial boom in Western Canada.

The assessed value of land has been reduced to \$27,344,050.00 from \$54,463,930.00 in 1913 and the tax levy during the same period has been reduced by approximately \$250,000.00.

**Administrative—Public Utilities Upon a Paying Basis.**

The three public utilities, i.e., electric light and power, street railway and waterworks, show for the ten months a net profit of \$4,699.74. This result has been obtained after allowing for all fixed charges and without increasing rates. The electric light and power department shows a profit of \$3,196.01, although its revenue was affected by the Daylight Saving Act and the cost of fuel and rate of wages were increased considerably.

The waterworks department shows a profit of \$10,234.10 and the street railway showed a deficit of \$8,730.37, making a net surplus of \$4,699.74, made up as follows:

Electric Light and Power, surplus . . . . .	\$ 3,196.01
Waterworks department, surplus . . . . .	10,234.10
Street railway, deficit. . . . .	8,730.37

Net surplus . . . . . \$ 4,669.74

**Future Development.**

This part of the report deals with the future development of the city, but having regard to the excessive debt it is urged that while it may be necessary to keep pace with the development of the country, only those capital expenditures should be incurred which will give a maximum of service to the community and that the works carried out should be so planned that they will not only be of immediate benefit to the citizens, but will also form eventually part of the complete development of the city.

The completion of a scheme for the unification of the railway facilities is also dealt with, the first stage, i.e., that of bringing the G. T. P. Railway into the centre of the city having already been successfully consummated during the present year.

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## CITY OF REGINA REPORT.

The financial report of Regina for the ten months of 1918 while it does not show very much improvement over 1917 yet is very healthy. By dint of carefully husbanding the resources of the city and the cutting down of expenditure to the limit, Commissioner Thornton has been enabled to present a statement that reflects credit on the administration. Part of the report reads as follows:—

The General Tax Levy, that is the taxes over which the city council has control, show an increase of \$181,500 over the same taxes in 1917. The council of 1917 used to reduce the taxes of that year the 1916 surplus of \$88,000, and the year 1917 closed with a deficit of \$14,000, making \$102,000 expended in 1917 for which no levy was made in that year. Owing to a similar policy in General Hospital expenditure for 1917 the surplus of previous years was appropriated and no grant was necessary from the Council. In 1918, however, the hospital required a grant of \$20,000. From these statements it is evident that the controllable increase is \$60,000, or 10 percent on the 1917 levy. The 1918 estimates provided for an increase in wages of approximate \$35,000. and for great increases in the prices of materials, in fact for the Power Department alone an increase of \$35,000 for materials was provided for. The estimates for 1917 took credit for surplus of \$17,000 on utilities while in 1918 a deficit of \$10,000 is provided for making a further difference of \$27,000 in the two years. In spite of the very large increases in the cost of labor and materials in the past three or four years, the general taxes for 1918 are nevertheless \$160,000 less than in 1915.

In our report of last year we dealt at length with the increasing difficulties arising from the problem of financing current requirements. The annual estimates include on one side all expenditures and on the other side credit is taken for receipts. The difference is the amount of the taxes levied. While the expenditures described are actual during the year, the receipts are not all necessarily collectible during the year and some means must be available to finance in respect to receipts estimates but not actually received. In past years certain reserves of the city have been drawn on for the purpose. In addition to this there is the cash loss of 1914 on street railways amounting to \$116,000 for which no levy was made, which loss was financed from the above mentioned reserves in anticipation of sales of property sufficient to repay the loss. We then discussed the policy of using property sales funds to finance street railway losses and will not refer to it further here. It is either necessary to provide a working capital to finance pending the realisation of the assets (the receipts above referred to) or create a surplus by an additional levy. The former alternative is the proper one, but the city has no legal authority to set up such a fund, the latter alternative has been frequently discussed but rejected in view of the already high taxes necessary to carry on the business from year to year during war times.

### THE DETAIL NECESSARY IN TAX COLLECTION.

General Information.—As indicative of the detail involved in the collection of taxes in a City the size of Toronto, and the constant increase in it, the following summary for the years 1917 and 1918 has been made:

Details.	1917.	1918.
Original Tax Bills issued . . . . .	171,900	178,835
Requisitions for duplicate tax bills . . . .	14,175	14,823
Amended tax bills, due to apportionment of property . . . . .	1,183	1,159
Remittances received by mail . . . . .	15,808	21,000
Postings of payments received . . . . .	242,980	257,497
Final notices issued re Business and In- come tax . . . . .	13,095	14,638
Final notices issued re Realty tax . . . .	35,724	35,058

### PUBLIC OWNERSHIP IN THE UNITED STATES.

By a vote of 2,283 to 614, the people of the city of Superior, was voted to purchase the plants of the Superior Water, Light and Power Company, to be operated under municipal ownership. The mayor of the city, the trades unionists and others were active in the campaign and were assisted in the collection and publication of data on municipal ownership by the Public Ownership League.

Palestine, Texas, voted last week 8 to 1 in favor of taking over its water works plant.

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#### North American Reindeer Company, Limited.

PUBLIC NOTICE is hereby given that under the First Part of chapter 79 of the Revised Statutes of Canada, 1906, known as "The Companies Act," letters patent have been issued under the Seal of the Secretary of State of Canada, bearing date the 9th day of November, 1918, incorporating Nicholas Henry Kern, physician, George Benedict Seiter, electrical engineer, and Richard Henry Jones, manufacturer, of the City of Chicago, in the State of Illinois, one of the United States of America; Frederick Swan Lawrence, of the City of South Bend, in the State of Indiana, one of the United States of America, manager; Harry Bragg of the City of Montreal, in the Province of Quebec, journalist, for the following purposes, viz:—

(a) To engage in the commercialization of the reindeer industry in all its branches in Canada and elsewhere;

(b) To secure such rights, concessions, privileges, leases, properties, services and good-will necessary to the successful carrying on of the business;

(c) To acquire by purchase or otherwise herds of reindeer wherever they may be procured, to transport the same by any means or methods desired, to raise reindeer for the market at any point or points selected for the purpose, to prepare for market and to place upon the markets of the world the said animals and all manufactured or prepared products or by-products thereof;

(d) To construct, acquire, purchase, lease, operate, contract for or otherwise secure for the uses of the company all necessary lands, buildings, yards, docks, equipment and transportation facilities of whatsoever nature, cold storage and warehouses and all other means required for the carrying out of the purposes of the corporation;

(e) To acquire by purchase or otherwise, the securities of any other corporation having similar objects and to exercise all the rights and privileges of such ownership, including the right to vote thereon;

(f) To sell, issue and dispose of the capital stock of the company for cash or its equivalent, properties of any nature whatsoever, live stock, supplies, rights, services, concessions, good-will, information deemed of value to the company, privileges of any nature whatsoever, equipment or any other commodity not specifically mentioned which may be required for the proper conduct of the business;

(g) To accept or make donations or contributions of any kind and character consistent with the best interests of the company;

(h) To conduct scientific and research work, exploration, survey, advertising, lecturing or otherwise engaging in such publicity as shall be considered for the best interests of the company;

(i) To act as agent for any company having similar objects.

The operations of the company to be carried on throughout the Dominion of Canada and elsewhere by the name of "North American Reindeer Company, Limited," with a capital stock of one hundred thousand dollars, divided into 10,000 shares of ten dollars each, and the chief place of business of the said company to be at the City of Montreal, in the Province of Quebec.

Dated at the office of the Secretary of State of Canada, this 18th day of November, 1918.

THOMAS MULVEY,

Under-Secretary of State.

Ottawa.

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