

PAGES

MISSING

WATEROUS STEAM ROAD ROLLERS

Are the pioneer rollers of Canada, are designed and built in Canada especially to meet Canadian road conditions, they have for years been accepted as the standard.

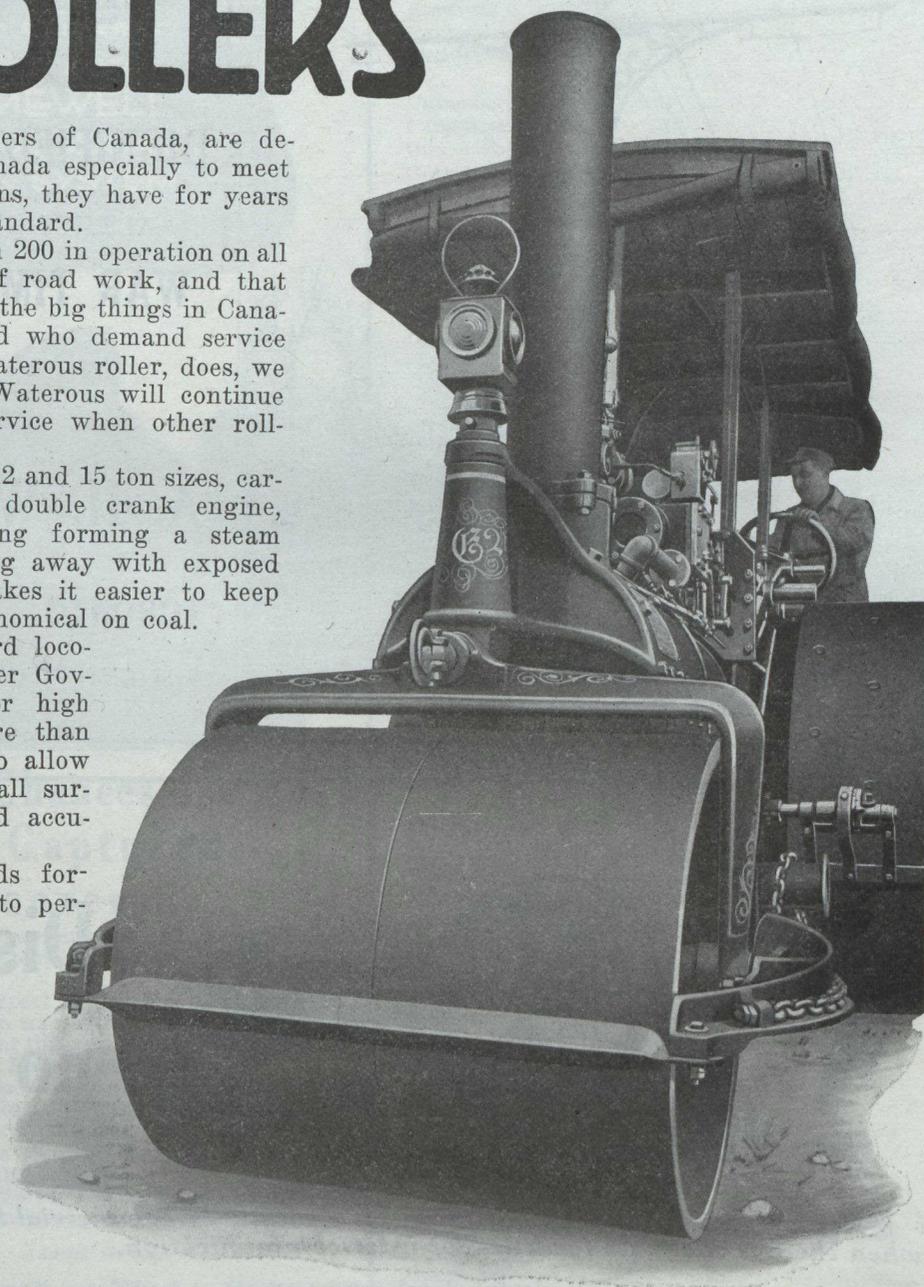
That there are more than 200 in operation on all kinds and conditions of road work, and that the men who are doing the big things in Canadian road building, and who demand service first, all turn to the Waterous roller, does, we think, prove that the Waterous will continue to give satisfactory service when other rollers fail.

They are built in 10, 12 and 15 ton sizes, carry a double cylinder, double crank engine, with the engine casting forming a steam chamber and thus doing away with exposed steam piping which makes it easier to keep steam up and more economical on coal.

The boiler is standard locomotive type, built under Government inspection for high pressure, and has more than sufficient hand holes to allow of proper cleaning of all surfaces where scale could accumulate.

There are two speeds forward and two reverse to permit fast and slow operation under full steam.

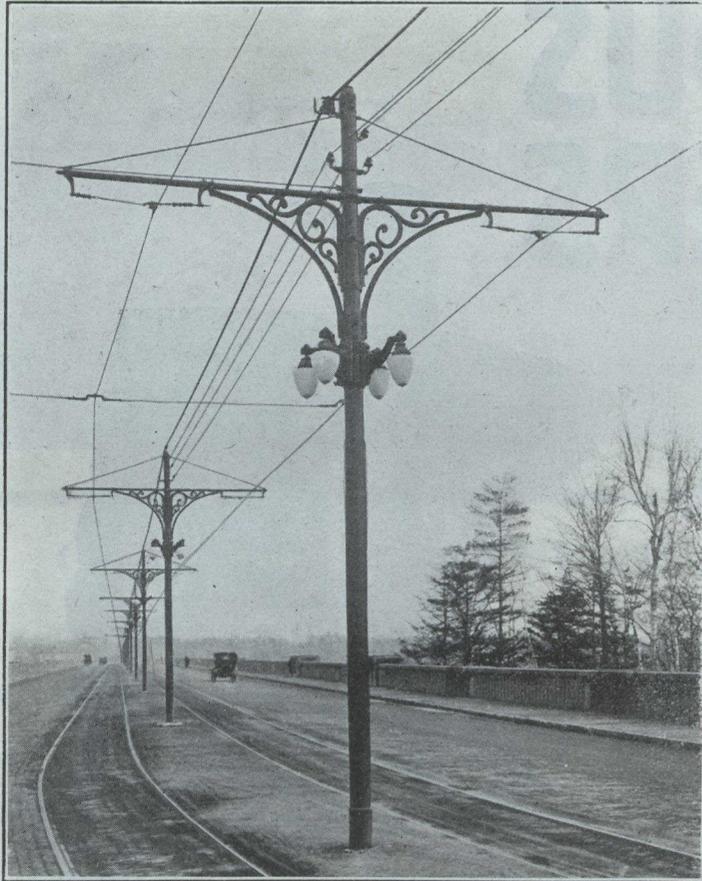
That grades are no hindrance to these rollers is evidenced by the fact that they are in successful operation in Montreal and throughout the province of Quebec.



THE MOST EFFICIENT AND ECONOMICAL ROAD ROLLER THAT CAN BE BOUGHT

Waterous

BRANTFORD, ONTARIO, CANADA



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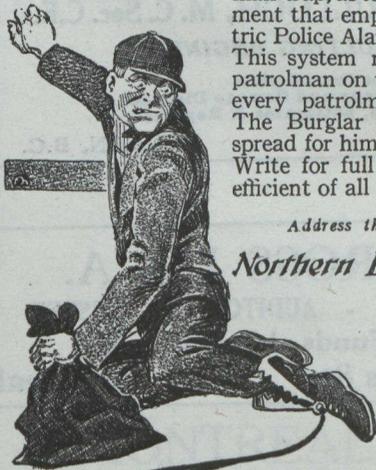




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These three things are more nearly assured by the Northern Electric Police Alarm System than by any other system at present in operation.

Burglars might as well expect to get away from an electric man trap, as to beat the Police Department that employs the Northern Electric Police Alarm System.



This system not only summons the patrolman on the beat, but it summons every patrolman for miles around. The Burglar is caught by the net spread for him.

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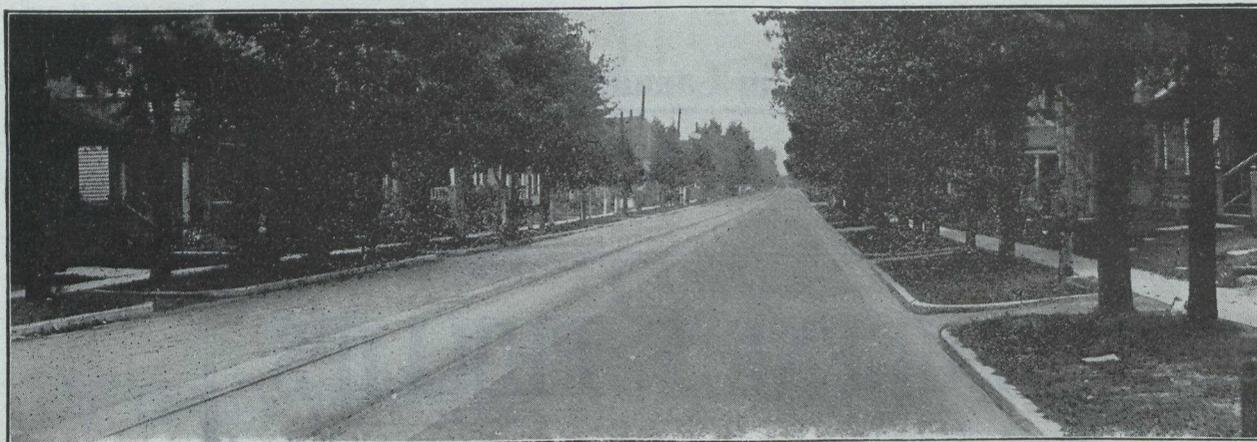
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A Dustless, Mudless Street

THIS attractive residential street in St. Thomas carries considerable automobile traffic. If plain macadam had been used, the abutting residents would have complained of the dust. In wet weather, and especially in spring when the frost is coming out of the ground, they would have been complaining of mud.

The fact is, however, the people who live on this street have forgotten all about dust and mud, for the roadway is smooth and clean, dustless and mudless every day in the year.

Their thanks are due to the fact that the enlightened city authorities use Tarvia in the road to bind it together and make it automobile-proof. The powerful wheels that used to rip up the surface now merely smooth it down, for the surface instead of being brittle is now slightly plastic and very tenacious.

The difference which Tarvia makes in the character of the surface is illustrated by the

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Tarvia makes the road frost-proof and when the snow melts away in the spring the surface is clean, smooth quick-drying and firm. The frost does not have to come out of the road because the frost never gets in.

The principal reason for using Tarvia, however, is the fact that it saves money. The maintenance of macadam by the Tarvia method is the least expensive and the most effective of all methods.

Towns that adopt Tarvia enjoy large net economies and at the same time secure better roads.

Illustrated booklets describing the various grades of Tarvia will be sent to any one upon request. Address our nearest office.

Tarvia
Preserves Roads
Prevents Dust-

Special Service Department

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 write to the nearest office regarding road problems and conditions in your vicinity, the matter will have prompt attention.

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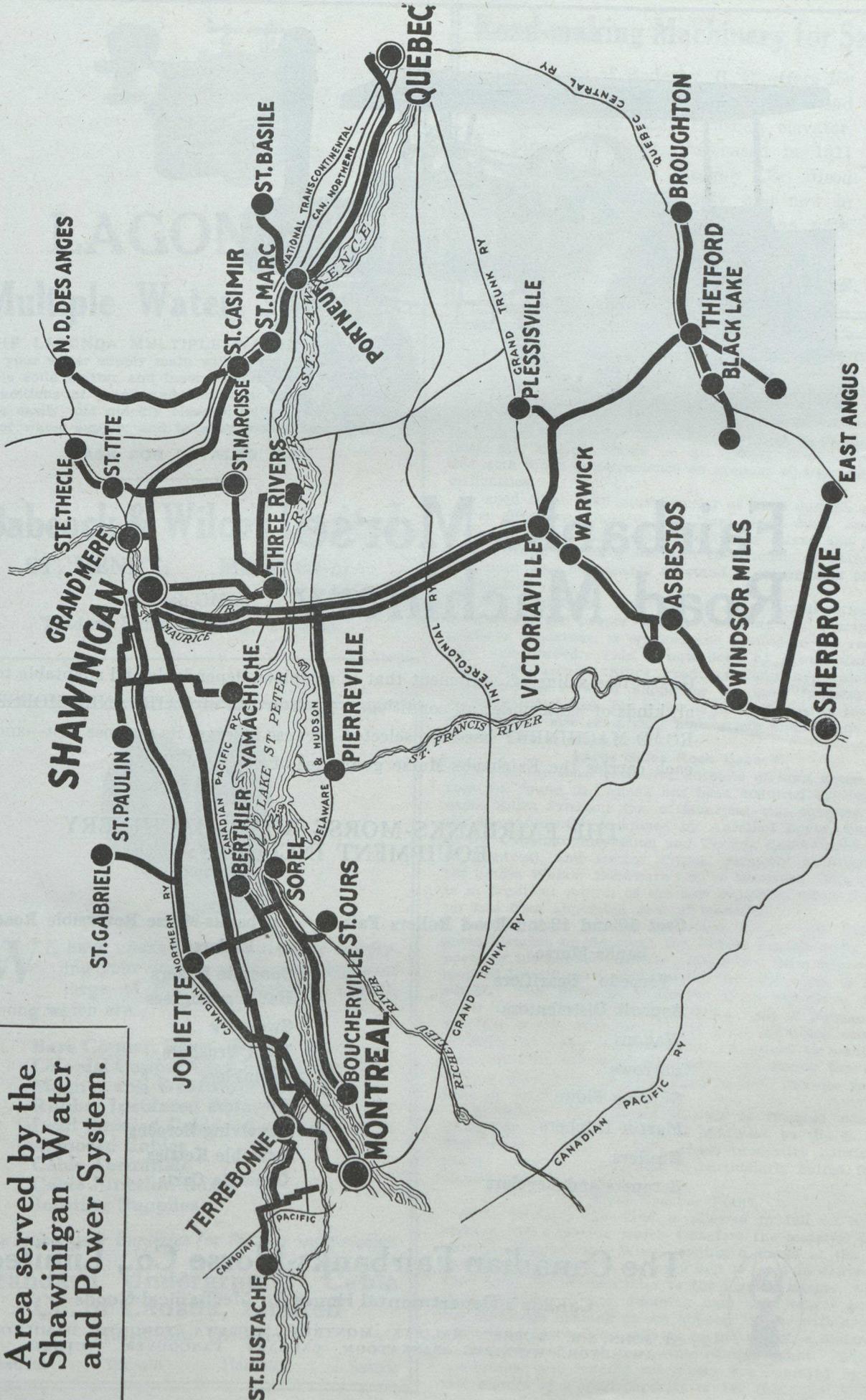
SHAWINIGAN POWER is distributed in 115 municipalities in the Province of Quebec.

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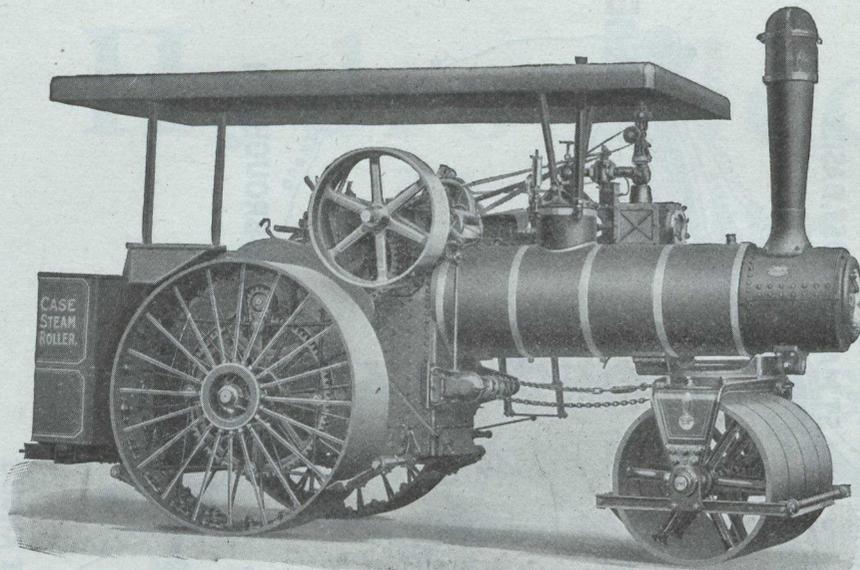
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Guarantees a line of equipment that is complete, dependable and adaptable to all kinds of work under all conditions. Each article of FAIRBANKS-MORSE ROAD MACHINERY has been selected because it serves its purpose best—and each carries the Fairbanks-Morse guarantee of dependability.

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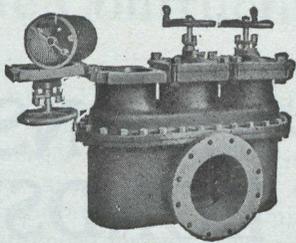
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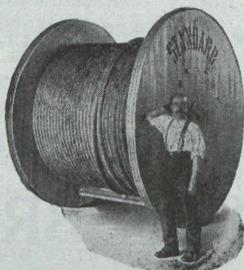
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We solicit your inquiries for further information

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Road-making Machinery for Sale

The City of Enderby, B. C. offers for sale twelve-ton Waterous Steam Road Roller, with Rock Crusher, elevator, screen and belt. Purchased in 1911 from Waterous Engine Co. Used about two months only, and now in first-class condition, good as new. Price, \$4,000.00 cash.

Apply—**CITY CLERK, ENDERBY, B. C.**

FILTER SAND, A NEW CANADIAN PRODUCT.

Municipalities and contractors who have to build filtration plants are always up against a rather difficult problem, when it comes to fill in the sand beds of their filters. Any kind of sand will not do for the purpose, so much so, that up to the present time that sand had to be imported from the United States at an almost prohibitive cost and with much inconvenience on account of transportation difficulties.

A good filter sand must consist of hard durable grains, either sharp or rounded, free from clay, dust, loam or organic matters. It should be carefully sieved and graded to a definite effective size and co-efficient of uniformity. It should also be capable to stand a strong acid test for dissolution.

It can readily be seen that all these qualifications are obtained if the proper quality of stone, i.e., quartzite or potsdam sandstone, is crushed and ground to the required size, and graded. This is now done by a new Canadian firm, the Cascades Silica Products Company, which was organized in view of supplying the steel industry with silica sand and rock, but which is now offering on the market for any size of a very high grade silica stone, from quarry size to silica flower.

Large Silica Rock Deposit.

Two of the most extensive deposits of high grade silica rock yet found in Canada has been acquired by the Cascades Silica Products Co., of Montreal, this company having been recently organized by Aurelien Boyer, formerly of the Canadian Inspection and Testing Laboratories, Ltd., of Montreal, and Hector Frigon, formerly a director of the James Walker Hardware Co., of Montreal. The former is in practical control of the new company, while the latter has been appointed general manager.

Both of these valuable properties are located within a short distance of Montreal, the largest deposit being composed of the hardest mineral (quartzite), especially recommended by official authorities for the production of ferro-silicon. This property is located along the shore of the River St. Lawrence, about 30 miles west of Montreal, at the foot of the Soulanges Canal, thus providing excellent facilities for water transportation. It might be mentioned here that the company maintains, throughout the entire year, a large stock of silica sand in their storage yard at Cote St. Paul, Montreal.

The second and smaller deposit is situated near St. Canut, about 60 miles north of Montreal, on the C. N. R. The entire deposit on both these properties consists of highly refractory rock, and is particularly suited for all classes of foundry work.

Main Crusher Plant.

After washing, the sand is allowed to fall on a large endless belt conveyor which transfers the material to the storage department. When loading a barge at the company's wharf, another conveyor belt is used to deliver the sand from the storage piles to the loading hopper, whence it is discharged into dumping cars that travel beneath the discharge opening of the hopper. These cars are then allowed to descend by gravity to the wharf, a distance of a few hundred feet from the storage plant. The mill compressor and loading machinery are operated by electric motors of a total capacity of 140 H.P.

New Booklet

"CANADA'S WAR LOANS, Including VICTORY BONDS"

INTERESTING THINGS ABOUT THEM

Results of the Victory Loan 1917 and 1918 compared, complete details of the results by Provinces, comparative tables showing the terms of issue of each War Loan, comparison of price of British Consols, French Rentes, U. S. Bonds prior to, during and after war periods, Funded Debt of Canada, details of Loans payable in London, New York, Canada, Canada's Resources, etc.

We Shall be glad to supply copy on request.

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Concrete Roads and Pavements

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Established 1883

The Constructive Policy of a Great Province

If conservation has any meaning—and it is a word that is conjured with by our nation builders—it can surely be applied to the administration of the Province of Quebec. Conservation in the great French Province means preservation and construction. Right from the great timber limits to the magnificent roads intersecting the Province are tangible records of the governmental policy as practised during the last twelve years. Essentially of a conservative nature so far as taking up new systems, French Canada, through its government, having been once convinced of the wisdom of any constructive scheme shows no hesitation in its adoption, with the result that to-day the Province of Quebec is not only in the vanguard of social and material progress, but in that very small company of states whose bonds are gilt-edged. Quite recently in the House of Commons one of its most prominent members made the statement, without contradiction, that the bonds of the Province of Quebec stood as high, if not higher, than the Dominion of Canada.

There are reasons for this apparent contradiction—on the one hand, social reform to almost the last degree; on the other hand, financial stability—and the reasons are statesmanship and commonsense. Whatever racial or religious prejudices the French-Canadian may have—and he has them just as his English-speaking compatriot living in other parts of Canada has—he never lets them control his sense of material progress; and he has confidence in his government, and his government has repaid this confidence during the last decade by legislation which for sanity, commonsense and vision is equal to any Anglo-Saxon legislation passed in any part of the world. What is more, this legislation has not been passed to be afterwards placed in the vaults of dead laws, but has been and is being put into force by a vigilant and progressive administration. This is the more remarkable when it is understood that there is practically no opposition. In ninety-nine out of a hundred cases, leaders with such majorities as has Sir Lomer Gouin always had since he came into power in 1905, would have got into a state of “dry rot” at least, but this great French-Canadian has throughout his leadership shown a statesmanship worthy of the best traditions of the British Empire. He has never lost his head, and he is to-day the apostle of commonsense. He has the ability, given to few leaders, to surround himself with the right kind of colleagues and subordinates.

The reason for this appraisal of the Premier of Quebec is not just to give adulation to a politician—as such he has no interest in an article in a Journal that has nothing to do with party politics—but to give our readers an idea of the personality of the man who has been the principal factor in the introduction and the carrying out of the reforms that have placed the Province of Quebec in the vanguard of public progress.

Good Roads.

As an example of this progress, one could give the good road policy of the government, which has made the province the easiest one in Canada to travel over, and has already placed many hundreds of thousands of dollars into the pockets of the inhabitants from visiting tourists alone. In the year 1911 legislation

was passed to spend \$15,000,000 on main road construction to be spread over a period of years. When the war broke out the work went on just the same, and in 1916 the fifteen million were supplemented by another \$5,000,000 for maintenance. Every dollar of the \$20,000,000 when fully used will have been properly spent. Because of this generous aid to good roads Quebec has to-day, besides its splendid permanent highways (aggregating 1,300 miles) running between the principal urban centres, about 35,000 miles of good public roads intersecting every part of the province. The result is that every city, town and hamlet are linked up to one another, the farmers have easy access to the markets and city people can really get in personal touch with the country life of the Province. As an investment the \$20,000,000 voted by the Legislature for the purpose of road construction and maintenance has been more than repaid in the increased prosperity of the people.

Department of Municipal Affairs.

Another example of the enlightened administration of Quebec was the establishment last year of a Department of Municipal Affairs. The legislation governing this department, which is under the charge of the Hon. Walter Mitchell, K.C., (who is also Provincial Treasurer of the Province) and Mr. Oscar Morin, K.C., acting as Deputy Minister, is probably the most advanced in Canada and though the department itself is still in the babyhood stage its strong administration has already had a wholesome effect on local government. And so one might go on taking up every department and showing in each one reform after reform that has taken place towards the one end of good public administration. If there is any weakness at all in the administration of Quebec it is in its educational system. The weakness lies not in the facilities for the higher branches of education, which in many respects, such as the classics, are better than in the other provinces, but in elementary teaching, which is necessarily spasmodic, because it is not compulsory. At the same time, let it be said that in the urban centres many of the elementary schools, both Catholic and Protestant, are right up-to-date in their curriculum and appointments. So far as the teaching of culture is concerned, it would be hard to find better schools than in old Quebec. Practically every convent has its school for the teaching of those accomplishments that are so necessary in the make-up of our ladies, and which are so appreciated by every cultured mind. These convent schools draw their scholars from all over Canada and the United States. But still taking the modern conception of the meaning of education as a criterion, Quebec is behind, but even this drawback will soon belong to the past, because of the agitation that recently took place in different parts of the Province and the legislature for compulsory education. To disabuse the minds of our readers in other parts of Canada who are under the impression that in the French schools of the Province no English is taught it would be well to state here that “the teaching of English is included in the course of study for ALL primary (French) schools. On the other hand, a French course is included in most English schools. According to statistics, the number of places of learn-

ing in the Province is 7,288 with 490,718 pupils and 17,284 teachers. As the number of children of school age is 543,873, the percentage attending school is high considering there is no compulsory system.

As well as the elementary, model and high schools, the Province of Quebec has 3 Universities, 21 Classical Colleges, 5 Technical Schools, 12 Schools of Arts and Manufactures, 4 Schools for Deaf Mutes and the Blind, 3 Agricultural Colleges, 53 Domestic Science Schools, 69 Night Schools, 62 Dressmaking Schools, 1 School for Higher Commercial Studies. Outside the universities and classical colleges, tuition at all the above special schools is practically free, so that there is nothing to prevent the poorest from having a first-class education in Quebec.

Bureau of Statistics.

Still another example of the modernness of the Quebec administration is the statistical bureau under Mr. G. E. Marquis, which department compiles and publishes from time to time statistics, including vital statistics, that cover every phase of progress in the province. This Bureau is probably the most up-to-date record of provincial activities that we have in Canada, and is invaluable to students and administrators.

Those who have to deal with governments know to their cost the time wasted in completing their business, but the Quebec Government is a pleasant exception. The Premier sets the pace in giving quick decisions in any question of business, and his example is followed by his colleagues and subordinates. The result is satisfaction.

If space allowed, one would like to take up the Natural Resources of the Province and their development, people's co-operative banks, farmer's clubs, public health department, and so on, but enough has been said to show that the administration of this province of great natural wealth and enormous potentialities is right up-to-date.

QUEBEC'S FOREST WEALTH LEADS DOMINION.

The Province of Quebec has more forest wealth than any other Province of the Dominion. It has almost twice as much as Ontario, and has thirty per cent. more timber than British Columbia, which is commonly believed to be richer in timber than any other Province in Canada.

Federal estimates show that there are 414 millions of acres of timber in Canada. This forest wealth is divided into Provinces as follows:—

	Millions of acres.
Nova Scotia	5
New Brunswick	9
Quebec	130
Ontario	70
British Columbia	100
Manitoba
Saskatchewan	100
Alberta
Total	414

The forests of the Province of Quebec, New Brunswick, Ontario, Nova Scotia and British Columbia—with the exception of those in the railway belt—are under the exclusive administration of the Provincial Governments, while those in the Western Provinces are under the control of the Federal Forest Service.

The aggregate value of the forest products of Canada in 1911 was about \$170,000,000, while in 1912 it was \$182,000,000.

The Province of Quebec's proportion of these products was 30 per cent.

According to the census of 1911, lumbering throughout Canada gave employment to 70,000 persons; Quebec's

share was about 30,000. It takes about 21,000 men each year to cut timber in the Province of Quebec.

A conservative estimate of the forest wealth of the Province of Quebec places it at \$600,000,000. The forests of Quebec contain approximately the following:

50 billion feet, board measure, of white and red pine, worth	\$200,000,000
125 billion feet, board measure, of spruce and balsam fir, worth	250,000,000
100 billion feet, board measure, of pulp wood, worth	100,000,000
35 billion feet, board measure, of hardwood birch, maple, etc., worth	25,000,000
20 billion feet, board measure of cedar, worth	25,000,000
	\$600,000,000

The forest products of Quebec mainly consist of shingles, railroad ties, pulp-wood, pickets, spool wood, knees, staves, stave wood, fire wood, lathes and large lumber.

The following table shows the value of forest products in Quebec in 1914:

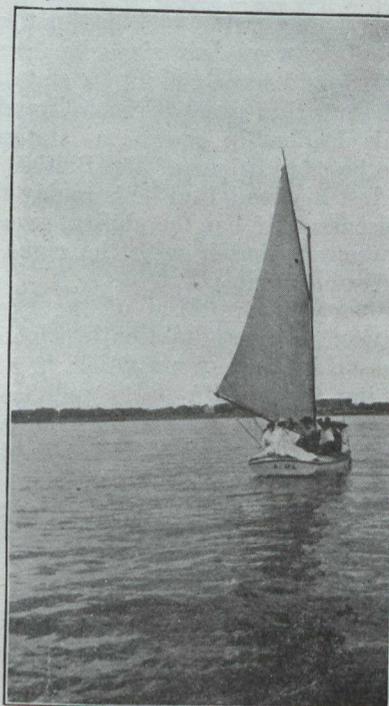
Trees.	Total value.
Spruce	\$10,249,820.59
Balsam Fir	3,029,165.36
White Pine	2,806,622.40
Red Pine	463,039.63
Grey Pine	204,205.68
Hemlock	465,976.02
Tamarac	74,384.13
Balsam	453,552.90

Along with various other trees, making a total of

Other forest products, such as shingles, railway ties, etc., were estimated at 57,676,836.62, making a grand total of \$26,239,167.90.

COST OF MUNICIPAL ELECTRIC LIGHTING LOW.

The city of Beloit, Kansas, owns its electric light plant. The City Light and Water Department recently compiled a record of the homes in which electricity was used in electric cooking stoves. This record showed that the average monthly bill for electricity in all such homes, including its use for lighting, cooking, laundering and all household appliances, was only \$6.95.



The Great and Peaceful St. Lawrence that Runs Through the Province of Quebec.

Labor in the Province of Quebec

P. T. DAVIES.

In these days when the relations of producers and those who have been able to offer facilities for production are sometimes in the melting pot, it is a rest from the unravelling of a perplexing problem to turn to the conditions in the oldest Province of the Dominion, QUEBEC, where stability and industrial peace reign as usual. What is the reason that dissatisfaction with one's lot is not the rule here as elsewhere? The answer is simple—the people ARE satisfied, and when this is so, why the restlessness cannot exist. Go into the country; go into the city; go into the home of your French-Canadian, and you will find a home, children, yes, many indeed, each a shaft in the quiver of happiness and each well cared for, a home to work for and to come back to for the joys of home life.

Why should the desire for changes come into such homes unless instilled by demagogues or demagogic papers; the land is fertile, the population native and bred for centuries to love the land and more especially the climate. It takes your recent settler or their children to rave against the cold of the winter and the heat of the summer, but your French-Canadian has been acclimatized for three hundred years, and does not long for the mists of Scotland or the blue skies of Italy, or the Shamrock of Erin, which after all is back of much of the restlessness of our newcomers.

There are other reasons for this attitude of content, notably, education and religious teaching. It has been truly said by Lord Leverhulme that a great measure of the unrest in Europe is due to education up to standards of expectation which can not be reached owing to the impossibility of producing the facilities for the enjoyment of such standards. To be specific, if everyone is taught to drive an automobile there will be a longing half-fulfilled for a large percentage of people with its concomitant restlessness—someone has to wash the dishes. The educational system in Quebec Province has long ago recognised this and does not fill the minds of all its scholars with the desire to drive automobiles, but on the contrary with the knowledge that work honestly fulfilled is the noblest task of humanity.

The availability of intelligent and industrious labor in the Province is an eye-opener to those who have required men. In the farm and rural districts there are thousands of young men and women reaching maturity each year who are ready and anxious to find regular employment. The history of the munition industry in the cities has verified this. The city of Montreal increased its population over 100,000 during the four years of war, almost all from the Province. The work turned out in all lines of industry has been excellent, no strikes, no explosions, no arson, uniform production, adaptability of both sexes to the requirements of the situation, steady work and amicable relations at all times.

Practically the whole of the textile industry is in the Province with mills at various points, and all the rubber, cement, the shoes and other industries requiring ample and intelligent help.

Strategically Quebec with its summer ocean ports and its proximity in Winter to the ports of St. John, Halifax, Portland, Boston and New York is placed as no other part of Canada for the development of

an export trade and with its contented labor it is safe to predict that the next 25 years will see the development of the Province at a greater rate than any other part of Canada.

The enormous reservoir of labor in Quebec Province has been neglected in the past because of want of capital in the smaller centres. The French Canadian is somewhat sceptical of easy fortune, unskilled in the arts of high finance, unwilling to trust his capital in new enterprises and somewhat afraid of the banks, anxious to get on, glad to welcome new enterprises, but hampered by diffidence in forecasting prosperity for investors in his territory because of lack of knowledge as to the usual result of labor wisely expended in producing staples at a low cost.

There are many signs, however, that the Province is about to come into its own, and now that ample Electrical Power is available in almost every town between the St. Lawrence and the United States border, capital is turning its attention to this, so far almost unscratched, industrial field.

As Adam Shortt said recently: Production is the only road to prosperity, prosperity being the enjoyment of manufactured products by the mass of the people only available when production is maintained. The French-Canadian is of all things a worker and for Canada's future prosperity this rapidly increasing population must be kept employed at home, otherwise we must expect a continuous emigration of this native labor to fields afar, and its final replacement by immigrated labor with its undesirable features.

The Twentieth Century is Canada's and the next quarter of that century will be Quebec's.

SOME INTERESTING COMPARISONS.

The Public Utilities Commission of Kansas has been hearing the case of the Kansas City street railways, which are petitioning for an increase in the present five cent fare on the "Kansas side." An argument presented by the company was the cost of producing electricity at its Kaw River plant, which it showed to be \$12.51 for a thousand kilowatts. The company's case suffered a severe jolt when James Donovar chief engineer at the municipally owned electric plant at Kansas City, Kansas, testified that the average cost of a thousand kilowatts at the city's plant for the same period had been \$7.28, or \$5.23 less than at the company's plant.

GOVERNMENT OWNED ROADS A SUCCESS IN JAPAN.

Dr. Jurclin Soeda, of Japan, who has made a great success as director general of the government owned railroads in the Island Empire, is an enthusiastic advocate of government ownership of railroads.

Speaking of the experience of the Japanese government in ownership and operation of its railroads, Dr. Soeda says:

"Some ten years ago Japan decided that the only economical method of solving the railroad problem was by their purchase by the government. This was consummated, and to-day every trunk line in the Empire is government owned and operated. The undertaking has proved a huge success.

"There are over 6,000 miles of such railroads in Japan, which is considered large for the size of territory covered. Since the government took over the lines we have lowered rates, increased revenue, and have given more efficient service to the people. In one year alone we made a profit of \$50,000,000. Now we are building more roads, intersecting the entire country, developing new districts and solving the intricate problems of our rural districts."

Ste. Hyacinthe, Que.

The City of Ste. Hyacinthe in the Province of Quebec, is a comparatively old one, as the first date in its history is when a Seigniorial grant was made in 1748 to Governor Rigaud, who sold the site five years later to Jaques Hyacinthe Simon de Lorme for the sum of 4,000 francs. Out of such humble beginnings arose the present up-to-date Ste. Hyacinthe with a potentiality as a manufacturing centre that equals any other centre in Canada.

This is due to the energy of the citizens, who not only live in the city, but believe in it, and endeavor to advance its interests in every way. And also to the admirable situation, and its natural advantages, which have been increased by good transportation facilities. And transportation is one great factor that makes for the development of any place.

Ste. Hyacinthe is very well off for railway communication in all directions. The first section that was built of what is now the Grand Trunk System,

But not only are means of transportation and power and light provided in Ste. Hyacinthe, and residents are attracted by the employment offered in the factories, but they are offered the chance of living in a city situated on the banks of a river which provides excellent boating, and which has wide, tree-shaded streets. An additional attraction to the father of a family, are the splendid schools, both ordinary, technical and business, so that the children are well placed for receiving that knowledge which will help them to good positions in the world. Then there are churches of both religions, as well as hospitals, to look after the sick.

It is not surprising that such conditions should have led to the development of Ste. Hyacinthe into a factory town. But it is also, as the centre of a prosperous farming district, a market town.

The most widely known of the factories are those which produce goods that need wide advertising, and



ST. HYACINTHE, P. Q.

The business centre of Ste. Hyacinthe contains many fine buildings — the stores in particular being up-to-date both in their spaciousness and fittings.

but which was then called the Atlantic and St. Lawrence Railway, entered Ste. Hyacinthe 71 years ago, and the extensions of this line have afforded good communication with the seaports of Montreal, Portland, Me., and Levis, Quebec; as well as with other places served by this line of railway. Then the Canadian Pacific Railway also runs through the city, as does the Canadian Government Railway, formerly known as the Intercolonial. While the Montreal, Quebec and Southern Railway, not only runs along the south shore of the St. Lawrence, but also links up with the Delaware and Hudson, going to New York, and other points on that great system.

Thus it is seen that Ste. Hyacinthe has railway accommodation of the best.

In addition to this important feature, power is generated from the rapids of the Yamaska River by both the city and a private company, and this is, today, very important in the making of a factory city.

of these probably the best known are "Penmans, Limited" and the "E. T. Corset Co." The firm of Casavant Freres is well known in ecclesiastical circles as the builders of some of the largest church organs in Canada.

Other factories in the city produce farm machinery, boots, leather, engines, machinery, spirits (this may cease under the new laws) biscuits, clothing, flour and other goods.

The City also is served by three weekly newspapers.

The Mayor is Mr. D. T. Bouchard, who served his municipal apprenticeship as City Clerk, and who is now a Member of the Legislature, and also President of the Union of Canadian Municipalities. Mayor Bouchard is typical of his City, for he is very aggressive, and strongly in favour of reforms and progress, taking a very active part in securing improvements in the educational system of his Province.

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MUNICIPAL RECONSTRUCTION.

In presenting this first part of our second Reconstruction number to our readers we have in mind the municipal councils as a factor in the building up of Canada under the new social conditions that are and will affect this country, as they will affect every other part of the world. Every foot of Canada is under municipal government which touches the lives of the people more than either provincial or dominion government, so that the new thought that is fast spreading throughout the civilized world must have a very direct effect on the policies of our municipal councils. To say otherwise would be evading the issues that must be met if we are to hold our own in the League of Nations. We must at least be on a par with other nations, and our municipal institutions, because of their direct influence on the living conditions of the people, must be at least as perfect as those of our neighbours. With this idea in our mind we have in the following pages, and in the pages of the next number, attempted with the aid of our writers to cover those subjects dealing with problems the solution of which will be largely in the hands of the local councils. These problems are as follows:—

HOUSING — HEALTH — SAFETY — EDUCATION — SOCIAL WELFARE — COST OF LIVING — ADMINISTRATION.

While not suggesting for a moment that the articles contained in this and the following issue are the last words on their particular subjects we do suggest that they contain much food for thought and consequently worthy of the attention of our readers.

Part Two of this Reconstruction Number will contain the following Special Articles:—

The City and Reconstruction (R. O. Wynne Roberts); The Municipalities and Dominion's Resources; Your Place in Repatriation; Canadian Reconstruction (Sir John Willison, President of the Canadian Reconstruction Association); The Old and the New (Hon. Walter Mitchell, K.C., Provincial

Treasurer and Minister of Municipal Affairs, Quebec); Industrial Councils (Francis Hankin); Fire Protection and Fire Prevention (Alcide Chausse, Hon. Sec. Royal Architectural Society of Canada); Testing of Materials (Emmanuel Mavaut); Reconstruction, Contd. (Commissioner C. J. Yorath); The Dominion Housing Scheme, Contd. (Thomas Adams, Town Planning Adviser to Commission of Con-vention.)

Women and Municipal Government

In the many schemes for Reconstruction that have been, and are being, discussed very little has been said about the women, only so far as they may, or may not, be helpful to schemes in which men are the guiding spirits. Yet the war brought out the fact that in executive and organizing ability women proved themselves the equal of men in a number of special branches of the war game, so that when the question is asked, are women fitted to do their full part during the reconstructive period of this country, there can only be an answer in the affirmative. One would say that our womenfolk must take a prominent and definite part in the social welfare of Canada to-day if their children are to become "citizens of no mean country." And it is in municipal-work that the women who have done such splendid war work can show what they can do in peace work.

To too many people in Canada the word "municipal" just implies taxes—their levying, collecting and spending. The average person does not seem to understand that the construction of our streets and sewers and their policing are but part of the duties of our municipal councils, whereas the very meaning of municipal—to give service—denotes the very highest form of duty to "our neighbours" and means leadership in regulating the very lives of the men, women and children that make up our communities. It means social welfare as it touches the daily life of the citizens—it means public health, as it affects every household in the community—it means public morals, as they influence our young people. And who are better fitted to handle this side of municipal work than such women as those who have given up so large a part of their lives to the alleviation of distress, the elimination of immorality, etc., but who have not had the voice of authority. These women have shown by their good works their fitness to serve on the municipal councils of Canada as aldermen or mayors.

While it may be said that the activities of municipal councils were somewhat limited in pre-war days, the war itself brought home very clearly their larger responsibilities to the community and the nation. So much so has a larger meaning been placed on municipal government in Canada that to-day it

has become a problem complex enough to be worthy of the study and action of her best citizens. Part of the problem touches women and children in particular, and requires the feminine mind to solve it, and while many women's clubs are intelligently tackling economic and social questions, they don't seem to get at the heart of things for the special reason that up to now the women have only been able to look at each question affecting the well being of themselves, their sisters and their children, from the outside; consequently their point of view is limited. It is only through authoritative experience that one can really understand municipal government in all its niceties. Even women actually engaged in certain kinds of municipal work have shown this limitation insofar as their own particular department affects, or is influenced by, other departments. Had they been general executives they would have gotten a better perspective of the whole administration. All of which means that if women are to take their full share in the social development of Canada they must work from the inside. They must become aldermen.

In Canada at present, we have three members of the fair sex who are aldermen—Alderman Mrs. A. Gale, of Calgary, who at this writing is acting mayor of the Western city, Alderman Mrs. M. B. Hill and Alderman Mrs. H. J. Hanna, both of Alberni, B.C. In the eastern provinces women are barred from taking municipal office, though it is to be hoped that this disqualification is not to last long, after such successful Western examples. In the United States lady aldermen are as scarce as in Canada, but in Great Britain many women have taken on municipal responsibility with success, one of the latest recruits to aldermanic dignity being the Duchess of Marlborough, who was recently elected to the London County Council by a district made up entirely of working men. What is more, the duchess easily defeated her opponent, who is a well known local socialist.

Be that as it may, the day that will see women on every municipal council in Canada will also see a great advance in the administration of our municipal institutions which in turn will make towards the consummation of the ideal civic life.

Our Duty Towards Our Soldiers and Their Dependents

Lest We Forget.

After close on five years of splendid service in the great cause of humanity, the armies of Canada are coming back as fast as transports can bring them, and every community are welcoming the "boys" with pride and affection. This is as it should be. The "Home Sweet Home" strains of the local bands sound very sweet to the war-worn lads in khaki, and are well worth the little expense incurred. But is the obligation of Canadian citizenship to Canadian defenders to end with the receptions? What is the answer?

When we speak of the sacrifice that our men made

in France we are prone to forget that with many who have come back their suffering will be drawn out through a lifetime. Not only to the totally disabled, of the returned soldiers, or even partially disabled, but to the dependants on those who now lie in Flanders' Fields, has the call of duty meant a life-long sacrifice. While the world is anxious to forget the horrors of the war, there is also a strong tendency to forget its victims. This tendency is seen in the growing apathy of the public towards the maimed, the widows, and the children. Let us forget this nightmare of the last five years is the thought of the average man and woman, and in their trying to forget the

OUR DUTY TOWARDS OUR SOLDIERS AND THEIR DEPENDENTS.—Continued.

horrors, their selfish ego says—to forget the hell of war, we must forget the sufferers.

The war was to mean the purging of all selfishness from the human race—brotherly love and sisterly love were to take its place—and no doubt to many minds the feeling of responsibility to their fellows has taken the place of self-centered egotism, but to the majority of those not touched personally by the war the sufferings of those who were affected are fast losing their potency. At the beginning of the war, when everybody was full of patriotic fervor, and every man in khaki went around with a halo, when firms of all kinds were guaranteeing to make up the pay of their employees who enlisted, when the slogan to all men of military age was “you go to war and we will look after your families,” one of the “boys” sarcastically suggested that any man seen in khaki six months after the declaration of peace would be locked up as a nuisance. Exception was taken to this statement at the time as smacking too much of unappreciation of our gratefulness. But this soldier knew something of human nature—and especially its weakness, and it would seem that his prophecy, given figuratively, has turned out to be almost literally true. Canada—as a nation, as a people, as individuals—has nothing to be proud of in her treatment of her fighting men and of their families. As a mater of fact, we have given them a raw deal. And the reason is, our point of view is wrong. We seem to look upon these men as being engaged by us at so much a day to fight, just the same as though they were engaged to build houses for us. We cannot see the difference between the digging of trenches in France and the digging of drains in Canada. Our perspective is blurred because of our commercial spirit. The consequence is that we are prone to consider our obligations at an end when we paid each of these men (who were doing our fighting) \$1.10 per day and his keep, and if he had a family sufficient extra pay to barely keep them alive. The pay did not even keep the family alive, and outside charity—the Patriotic Fund—had to come to the rescue.

What We Have Done and Not Done.

It is now six months since the cessation of hostilities and at least half the Canadian army has been demobilized. The question now arises has Canada really done anything, or has she made any real attempt to repatriate the soldiers? So far as the Dominion authorities are concerned they have made a serious attempt to rehabilitate the men, and to those who were wounded or incapacitated every opportunity has been given to make them independent in so far as getting their own living. In many instances too both the Provincial and Municipal authorities have done good work in finding returned soldiers employment, and in very many cases employers have gone out of their way to place the “boys” in congenial jobs. But broadly speaking Canada as yet has done nothing to set her house in order so that her returned sons may be enabled to live under at least as good conditions as when they went away.

Because of the war conditions prevailing during the last four and a half years municipalities have been obliged to cut out all improvements that go to make life worth living. Building has been stopped to the extent that thousands of families had to double up and rents went up proportionately. This was not so bad in the case of the father or brother who was in khaki, but the men have come back to find it impossible to rent a home at anything like the figure they paid in pre-war days. What is more in very few cases has the returned soldier been able to get proportionately increased wages, because of his earning power having been decreased by the army life.

In the larger cities there are thousands of returned soldiers who, though eager to work, are now jobless men, and this in spite of the splendid efforts of public spirited men and women who have given, and are giving, of their time to repatriate the returning soldiers. What is the reason? Frankly, we have no satisfactory answer because there are a number of causes; one of which being the closing down of munition plants that has caused so much general unemployment. It was to be during the transition period—between the closing down of the munition factories and the restarting of the normal industries—that public works were to be carried on but though the Dominion Government has a big programme nothing of any note has been started so far, and the Provincial and Municipal authorities are now only preparing their programmes. In the meantime, men and women are out of work by the thousands.

There is no doubt that one of the factors in the labour unrest in Canada, and which in particular affects the recently returned soldiers and their families, is the decreasing value of the dollar. The cost of living to-day is a serious problem with us all, especially with the clerical and professional classes whose salaries have not been raised in proportion to their living expenses. And the pity of it is that so far as this country was concerned, food prices could have been easily kept down, at least during the war, under the War Measures Act. The Labour Department did make a feeble attempt to control prices, but failed. Then the Dominion authorities tried to “pass the buck,” (in the words of Mayor Fisher of Ottawa), to the municipal councils. But the local councils would not take on the responsibility. The consequence is that the prices of food stuffs have not only soared to an alarming height, and which have affected the prices of everything else, but there seems little chance of them coming down, unless drastic action is taken by the federal and municipal authorities. We believe, for instance, that if every elevator and every cold storage plant in the country were taken over by the Dominion Government and properly administered a big drop in food prices would immediately follow. Attempts have been made from time to time during the war to control the cold storage plants, but they have all failed, even an investigation was held but nothing came of it.

The difficulty to our mind seems to be that we are prone to let things take their course. We lack that concentration of national effort to utilize our

The Responsibility of Capital and Labour to the Community

FREDERICK WRIGHT.

What in Hell is the use of saving babies?

When Mr. Howard Falk of McGill University the other day repeated the above words of a man who saw only the difficulties facing the coming generations, he stated in a sentence the real question of the hour, and it is in the answering of this question that will not only show our attitude towards society, but the extent of our sense of responsibility to society. We are triumphantly coming out of a great war, fought so far as the Anglo-Saxon race is concerned to protect a great principle—the right of the common people to govern themselves, whether that common people be formed in small or large nations, whether that common people be wise men or women or just common damn fools. In the process of the war the workers found themselves. They realized that it was being fought by workmen in khaki, that the munitions, and all that the word means, to enable the men in khaki to carry on were being supplied by other workers—men and women. They found in short that, when it came to a show-down the workers were the principal factor in saving civilization from destruction and their own country in particular from economic slavery. The result is that a new era has been entered upon, a new epoch opened out, and it is to consider how far we as citizens of Canada will fit into this new era, particularly so far as the community, beginning with the child, is affected, that this article has been written. Under this new era capital has had a jolt. It has been brought home to our captains of industry, in no uncertain way, that the alpha and omega of industry is to be no longer profit for themselves alone, but that they must share it with the workers, and the workers are taking advantage of their opportunity to the utmost. In the Old Country the co-operative idea between capital and labor has taken the form of industrial committees and councils as suggested in the famous Whitely report. To a limited extent the system of co-operation has been adopted in the United States, and to a still lesser extent in Canada.

But man does not live by bread alone. Yet such is the egotism of capital, and such is the stupidity of organized labour on this continent that as units both say in effect:—"man must live by bread alone so far as we are concerned." It would seem that capital and labour have been so much wrapped up in themselves that both as such have lost their sense of responsibility to the community. The social welfare worker and the municipal reformer can truly say that the greed of organized capital and the selfishness of organized labour have been large factors in the building up of our slums.

Both capital and labour have the greatest of responsibilities to the women, the children, the aged, and the maimed, who form the largest part of our communal life. It is in the vitality of the community that industrialism itself depends for its very existence; it is the community that supplies the life blood of the nation, and it is to the community that labour must look for its own uplift. And unless some practical means can be devised by which employers and employees, as separate or collective units, can be made

to pay their respective and proper share to the community, the working man and his family will not be much better off under the new era. Perhaps the better to illustrate this point it would be well to compare the industrial and social co-operation of England with that of Canada. In Great Britain in industrial centres the bulk of the local taxes come from the local factories, works, etc.; even the railroads, telegraph and telephone services which are state-owned, pay their share of local taxation. In Canada the larger number of the industries pay no local taxes at all, and one does not know of any that pay anything like the full quota. And yet taxes are very necessary to carry in our communal life. Mark the difference: capital in the old country recognizing its responsibility to the community, and capital in this country not only not recognizing its responsibility to the community, but actually expecting the community to help it out. Many good looking balance sheets have been made possible in Canada through local tax exemptions during the last few years. Again, in England, organized labour through its political affiliations has contributed much to the community in service. It is questionable if there is a municipal council in the Old Country but what has at least one labour representative. In Canada, on the other hand, the labour members in the whole of the 3,600 municipal councils could be counted on two hands. As a matter of fact organized labour as such in Canada confines its energies to securing the highest wages and shortest hours for its members. Its duties to the communities it does not recognize. Social welfare is an unknown quantity to most of the labour leaders, and hygiene, public health, education, sanitation are mere words to conjure with when they feel particularly conscientious. Yet these men prate about the working man coming into his own. What own?

And this brings us back to the baby. Every one born in this world has the right to live, not merely exist. There is enough productive and potential wealth on and in the earth to assure this individual livelihood for all time, even if the whole world became as thickly populated as India, yet up to the breaking out of the war the tendency was towards extreme wealth of the few and extreme poverty of the many. Why? While not attempting to give a complete answer, one does suggest that much of the extreme wealth has been made possible because in the early days of industrialism, as we understand the term, sharp-witted workers saw that with the aid of capital they could exploit their fellow workmen to the limit. Which they did. Capital by itself could do nothing, neither could labour, but with the aid, or rather through the initiative of certain workers, who had no sense of responsibility to their fellows or the community, a superstructure was built that was fast becoming a menace to society, when the war broke out. If these premises are correct then real poverty was first brought about by the workers allowing themselves to be exploited by their quicker-witted so-called comrades.

In the early days in England the workers were their own masters, and being their own masters,

THE RESPONSIBILITY OF CAPITAL AND LABOUR TO THE COMMUNITY.—Continued.

they enjoyed life to the full. They worked three days and played three days and kept the Sabbath holy. It was not until the building of factories that the selfishness of industrialism affected the social life of the people. In these early days in England the local authorities were the leaders of the people—they took a keen interest in the welfare of the community. They had to do or they were turned out of office. What is more in the pre-factory days, because of the larger sense of responsibility resting on the head of each household than is the case to-day, the workers took a very practical interest in government. The average worker takes little interest to-day. The old style workers were, as already mentioned, their own masters, and they had mental independence. They realized their responsibility as citizens and acted accordingly, and there is no doubt that the present high standard of civic government in England is due to the solid foundations laid by these master craftsmen of pre-factory days.

When a human being is brought into the world a new moral responsibility is added to the community. That human being should receive the best medical and nursing attention during the first twelve months of its existence. As a child, that human being should receive the best of education and if specially clever tuition at a university. What is more, there should be the proper environments for each child—pure air, good and sanitary housing, clean streets, open spaces, etc. As humans we ought to give at least as much attention to our kind as we do to animals and trees. But how are all these things to be done? Not only do they cost money, but mental effort and much labour. The extremists would say that we must get them by revolution. But why revolution, when we can obtain all these things to make life worth living in Canada by constitutional means. Under our system of municipal government social welfare can be brought to its highest point, and yet how many workers in Canada know anything about the government of their own community. How many citizens even realize that citizenship has its responsibilities as well as privileges. The very meaning of municipal—to take duty or service—has not the significance to the average citizen that it should have, whether that citizen be an employer or an employee. What one wants to point out is that while we are studying in the abstract all kinds of panaceas for the ills of the body social and the body industrial we are forgetting that the remedy lies right in our own hands—by taking a real and continuous interest in the affairs of the community—the community that is made up of ourselves and our neighbours. It is the lack of this ardor for the welfare of the community on the part of captains of industry and the leaders of labour that has stunted the growth of our municipal institutions, which fundamentally are not only the freest in the world, but affect the very life of the people.

In his paper read before the Ohio Firemen's convention, John A. Welsh, chief of the Columbus Fire Prevention Bureau, stated that spontaneous heating and ignition has been known to occur in the following substances: Coal, coke, lampblack, charcoal, sawdust, corkdust, colors, varnishes, laquers, oils, dryers, fats, oilcloths, lime, drill turnings, carbide, nitric compounds, sulphur compounds, hay, grass, malt, bran, hops, wool, cotton, etc.

THE DIRECTOR OF HOUSING FOR THE PROVINCE OF QUEBEC.

In the appointment of Dr. Emile Nadeau of Quebec as Director of Housing for the Province, the Government of Quebec has given tangible evidence of its keen interest in the housing problem of the workers. For many years Dr. Nadeau has preached the gospel of better housing conditions in the city of Quebec, and because of his studies of the housing schemes of Europe and the U. S. on the spot, he spoke with authority. While essentially an idealist, the doctor has never lost sight of the practical side of housing, and just before the war broke out he had partially launched in the vicinity of Quebec a scheme for workmen's dwellings, which would have done much to solve the present problem of housing in that district. Now that Dr. Nadeau has an opportunity to put into practice his ideas it is to be hoped that he will not allow the money to be loaned for building single cottages here and here, just because the would-be borrower has a lot. If he does, the very purpose of the loan—to encourage the building of workmen's cottages—will be lost. The original Dominion loan of \$25,000,000 will build nine to ten thousand cottages out of 50,000 that are required at the least, leaving 40,000 to be built by other agencies; and the only way to encourage these other public or private agencies to do their share is to see that the original loan is so expended as to set an encouraging example to follow. This can best be done by the grouping of cottages sufficient in number to form a little community where town planning principles can be successfully introduced. Dr. Nadeau has a great opportunity to convince the citizens of the Province of Quebec of the utilitarianism of building good sanitary dwellings for the workers, as an offset to the flat system, which has become a curse, particularly in Montreal. We wish the doctor all success in his work.

OUR DUTY TOWARDS OUR SOLDIERS AND THEIR DEPENDENTS.—Continued from page 146

resources that is absolutely necessary if we as a people are to reap the benefits of our national heritage. There is too much exploitation of the many by the few. There is not that real co-operation between the governing units of the country that there should be so that the making and administration of our laws may be such that every citizen would feel the full benefit of their protection. There is too much jealousy between our Municipal, Provincial and Dominion authorities which encourages special privilege at the expense of the people generally. Canada, with her vast resources, her fine climate and her splendid transportation facilities, is strong enough to provide the means to make every man, woman and child in the land happy and contented, whether domiciled in the city or country. How then are we to bring about this state of paradise, that more than anything else, would convince our fighting men that their fighting had not been in vain? In our opinion education and fearless leadership is the answer.

The Ethics of Civic Government

Late Dr. J. M. Harper.

There is a loyal "must" in duty's call,
That fain would be obeyed by one and all,
Despite the prate about the how and why
That irritates the laggard in his sty;
The mandate issues from the urgent soul
Of every patriot proud of his patrol."

—The Seer of the Cloister.

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In dealing with the subject of "The Ethics of Civic Government" one cannot get away from the pertinency of the lesson of the war-times. That lesson was brought home to every nation and sub-nation whose patriotism could not miss being quickened into "newness of life" by the imminence of the dangers that assailed the Christian civilization of the world. As I have said elsewhere: "An evolution is the pathway in the world's ethics by which nature arrives at its results along the line of cause-and-effect. Some evolutions produce disastrous effects on humanity; others beneficial ones. And certainly the proper time to check an evolution which leads to disaster is before it has gained an impetus to do evil. Many people are apt to think of a revolution when mention is made of an evolution in ethics of the upsetting kind, which ought to have been checked before doing harm to humanity. And they are not far astray in doing so, even though the said evolution may not eventuate in an historic revolution such as is threatening some of the states of the world to-day." In other words, an ethical evolution inaugurates itself chiefly when the State is engrossed with the weightiest of matters, or when the common-weal is not being thought of except in connection with these "weightiest of matters." I have heard a not unwary monagenarian friend of mine claiming that there is no such a thing as an accident. And whatever one may think of such a statement *currente cogitatione*, it certainly awakens our attention to the article of belief in ethics as in every other science that there is no effect without its cause, be that cause-and-effect discernible in the field of Civic Ethics or on the field of battle. It is, therefore, incumbent on every democracy and its wisely selected rulers to curtail in time the cause which fathers disastrous effects, ever keeping in their mind's eye the common-weal of the State, if they would enhance the advancement of the commonwealth which is theirs, by a wholesome system of Civic Ethics in its rule.

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During the stress of the disaster-breeding war-times, the unbalancing of the foresight as well as the insight of certain constituencies whose main function lies in the selection of our legislators, was more or less painful to contemplate. One is slow to believe that there is a citizen anywhere who has been given the right to vote who does not know what the common-weal of a State means or what cause-and-effect, as a fundamental principle of the science of ethics, has to do with Civic Government. One should hardly be accused of "talking above people's heads" in thus writing of the manners and customs of any State. The necessity that is said to know no law, or rather has but one and the same demand to make on a people's patriotism, can hardly be made light of as a mere peradventure even by the very lowest intelligence. Yet what is to be said of the logical acumen which lately greeted the common-weal as an objective during the discussions over prohibition, women's suffrage, and daylight saving, all of which are now sanctioned by the law of the land as a means of protecting the common-weal. Even now that the law of the land is being treated with scant respect by those who opposed these measures. Only the other night I had to listen to the worn-out arguments for and against woman's suffrage in face of what has been decreed by our legislators, just as I was also called, on another occasion, to read a paragraph in one of our newspapers whose editor cruelly alleged, in line with his previous recalcitrancies, that he never got up in the morning nowadays without feeling indignant against the immorality of a government that had robbed him of a full hour's sleep in the morning. And nowhere has it been in the case of the demand, on the part of necessity, for additional social workers. There again the common-weal has been insulted and irritancy

aroused to the point of a threatened isolation of a part of Canada from the whole. Nay, even yet it is somewhat dangerous for a loyal citizen, with the common-weal in his eye, to say aloud that the necessary troops to aid in the protection of our Christian civilization had to be forthwith mobilized *coute que coute*.

* * * * *

And who will say that there is not something forbidding in all such methods of withstanding the sanities embodied in any country's Civic Ethics? Is there no way of curing all such persistent "daylight-saving objectors" as they may not unfittingly be called? Are our rulers, while conscientiously dealing with the unusual, always to have their statesmanship impugned and made light of by certain citizens who have allowed themselves to become inoculated with a spirit of partizan credulity? Is the common-weal of the State a mere "Will-o'-the-Wisp" and the principle of cause-and-effect a mere "fairlyland whim?" Have the fundamentals of the Ethics of Civic Government any scientific basis? Has the individualism of the professional publicist to be allowed to continue to show disrespect to the collectivism that would protect the common-weal? For instance, is the ethical output of Canada, as is the case with too many trade-ridden countries, to consist of a further harvest of self-furthering millionaires or of municipal self-improvements. In a word, it is the common-weal of Canada that has to be brought under cultivation, during the reconstruction period, from parish to county, and from city to province. Of course, the science of our civic ethics in all our Canadian communities must ever seek to find its warrant in the moralities of a Christian civilization, if it would train up the democracy of the Canadian people in the way it ought to go, while facing the necessities which have demands on us all, and which have to be met in times of peace as well as in times of war, in terms of the common-weal.

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And the lesson of what a remodelling of the civic ethics of any State may do, for it certainly comes home to us all, while certain partizan laments are inflaming the democracies of the world against their rulers, great and humble. Need one linger over the statement that a democracy cannot help having an elemental appreciation of what is right from what is wrong, even though there be certain of its constituents who have never had a home to look after, nor a school to go to, nor a church to attend. I listened to a sermon lately delivered before one of our national societies in which the eloquence of the preacher emphasized the instinct which the Christian world has of the righteousness that tends to exalt a nation and the immoralities that debase it. And every one knows that the divinely appointed task of our rulers and preachers and teachers and fathers and mothers is to keep in the world's eye how the one is engendered and fostered and how the other is to be kept under or obviated. To deal with the details of a system of civic ethics, a nation that would be progressive should take up with, to the exclusion of certain unworthy practices that make for national retrogression, would involve the writing of many volumes rather than the writing of a single article for the Canadian Municipal Journal. The war that is just over has brought the most of us to feel that the unifying national activities it provoked have to be directed in behalf of the protection of the State from its ethical weaknesses as well against its militant foes. In Canada as in other of the Entente Nations these unifying national activities were intent on staying the hand of a ruthless Teutonic militancy, which was busy emphasizing every iniquity that the Ethics of Civic Government have to contend with, and at the same time direct attention to what an improved and improving system of Civic Ethics may do for the common-weal after the war as well as during it. If there was a startling "must" in the processes of recruiting against the threats of that militancy, that "must" certainly did not originate with our Canadian law-givers, from any desire on their part to discriminate against the common-weal of Canada in whole or in part. We are now all happily coming to see this. Indeed, that same "must"

Civic Plan for Street Trees

It is unfortunate that in so many of our Canadian towns and cities the work of caring for and planting of street trees is not systematically carried out. Instead of having a properly organized municipal shade tree department the work is too often left to the individual property owner with results which are far from satisfactory. The individual is perhaps not to blame for the results. He is spending time and money from which the public as a whole will benefit, but he is working without instructions.

The value of shade trees to a town or city is inestimable. Well cared-for trees in the street and parks contribute immensely to civic pride and patriotism. They are one of the greatest aids to the attractiveness of a community. A treeless town cannot be beautiful although it possess many fine buildings. A street of plain tenement houses can be made attractive by the uniform planting of trees to break the harshness of the bare rows. Visitors to a city are impressed as much by the city's trees as by its buildings, and are influenced by them in deciding if the city is a desirable one in which to live. Trees are an asset, adding value to property. From the standpoint of health and comfort well shaded streets are desirable, for they modify the temperature on the hottest days by cutting off the direct rays of the sun.

To obtain the best results the work of planting and caring for the trees should be entrusted to a special department. This department should be responsible for the selection of suitable species and proper spacing as well as the protection and any necessary trimming and repairing that may be required. It is only where a street tree department exists and has control of all tree work along the public highway that stately, impressive, uniform results can be expected.

Where street planting is to be done the appearance of the street as a whole should be taken into consideration. This is not done when the work is left to the individual citizens. The average owner consults only his own taste in regard to species and spacing and concerns himself only with the section immediately in front of his property without regard to his neighbor's plans. An error that many owners fall into is the planting of too many trees on their frontage. They overlook the fact that trees which appear widely enough spaced when young may be much too crowded when grown to full size. Frequently property owners will space their trees closely when planting, with the intention of removing certain ones before they begin to crowd. When the time comes for cutting, however, the ownership of the property may have changed and the new owner either lacks courage to do any cutting or does not feel himself under any obligation to do so. As a result, the trees grow up much too crowded and spoil the appearance of the street.

Looking along a street on which the planting and care of its trees has been left to the individual property owner one finds within the distance of a few blocks a dozen or more species, all sizes and shapes. Desirable species are mixed with undesirable, some sections planted too close and others too far apart. Long stretches will not be planted at all. Many trees will be thinned too high and others branching so low that they interfere with pedestrians and vehicles passing beneath. Flourishing trees will be found intermingling with those in need of repair and rapidly dying for lack of attention.

Look along some of your own streets and decide whether their attractiveness cannot be improved.—B. R. Martin, Dominion Forestry Branch, Ottawa.

THE ETHICS OF CIVIC GOVERNMENT.

—Continued.

did at last lose its tyrannous look to every candidate for war-service at home or abroad, at the battle-front, in the harvesting field, or in the factory. It it ringing to-day in the ears of every Canadian who identifies the cause of his own country and the cause of civilization as well.

To bring home to the readers of the Canadian Journal what has already been done to clarify the system of civic or nationalizing ethics in Canada, reference may be made to the pre-war efforts put forth by certain Canadian citizens to help out a civic or "Bonne Entente" movement between the two distinctive races of Canada. There was no emphasizing "must" about the movement. Yet, as with the so-called daylight-saving project there were not a few who looked askance at it, until at last certain partisan negatives thought to allege that it was all a ruse on the part of some one or other to sway the democracy in its selection of political representatives. Indeed, no other has it been with too many Canadian movements, federal as well as parochial, in favor of the development of a wholesome Canadianism in line with the civic ethics that make for a progressive administration of public affairs. Even a saving of Canada, from the terrorisms of an autocratic militancy, has not brought us all as yet to meet, with a comprehending patriotism, the demands of an absolute necessity with an irrevocable "must" in its call. And one can hardly tell what is likely to be the reception given to the suggestions in favor of remodelling our national ethics as a guidance towards a national and economic progress, now that we are in the reconstruction period. How are the proposals which have been made by the various contributors of the present issue of the Municipal Journal for the furtherance of the well-being of our parishes and counties and provinces that have regard for the common cause of an advancing commonwealth their own? What is going to be the attitude assumed by our commercial and political circles towards the educational processes that tend to open a democracy's eyes to what a patriotic individualism and collectivism can do for any

ambitious State striving to get on in the world. While seeing to the strengthening of the hands of the Entente Allies against a common foe, are we going to be as willing as possible to inaugurate a further national "Coming Together!" As a would-be prosperous and united people, are we going to give a loyal and unanimous support to any second or third "Bonne Entente Movement" for the maturing of a Canadianism that would stand for our national advancement politically, commercially, and ethically. The inauguration of a post-war "Bonne Entente Movement" with its fostering nationalizing conventions held east and west, under the auspices of the commonwealth as a whole, is even now being incidentally thought of. From all after, "Bonne Entente Movements" there will necessarily be eliminated, as was the case with the others, everything in the shape of provincial coddling or racial antipathies. If there be sectional grievances on the part of any province let them be openly tabulated and dealt with outside of all racial or creedal intolerance. We are struggling at present with events of the greatest moment and are in close training for a coming coalescence in our patriotism, at the instance of a renovating determination to fight shoulder to shoulder, race to race, religion to religion, trade to trade, against a common enemy.

If we would have our civic ethics what they ought to be we have to take our Canadianism by the hand, giving patriotic heed to our duty, and the moral "must" in its call. A national unity is ours to quicken not by any immoderate fault-finding of race against race, or business enterprise against business enterprise. We have to work together. We have to strive in behalf of our fulfilling nationhood in the concrete. We have a nation to build up through our united energies. And the various contributors in this issue of the Municipal Journal have been trying to indicate how this is to be done. And, by way of a final word, it is needless for one to say that a sectionalism or negativism, which would make more of a party ascendancy than a national unity, is entirely out of place either in times of peace or in times of war.

Good Roads a Commercial Asset

CHARLES A. MULLEN.*

Good Roads are not a luxury; and never were. They may at times be used as such by the over-rich city dweller who has his fine motor and time to burn, but this man is merely a symptom of a social disease and we must find a way to cure. To everyday farmer, they are a matter of very practical necessity. Unless he lives in a rural section that has kept abreast with the times in highway improvement, the family and business life of the farm dweller is stunted and restricted in a way that is inexcusable in this day and generation.

Good Roads represent to the farmer the same kind of progress our fathers made when the modern reaping and binding machine supplanted the hand scythe. This change called for equally as radical financial arrangements as those required for the building of good rural roads, and the general results are about the same: greater economy in producing crops up to the shipping operation. Transportation is not a social function separate from production, but a continuation of the process of production, which is only completed when an article has reached its ultimate consumer.

Good Roads should be looked upon as a more efficient means of accomplishing an end; the end being the transportation of supplies from, and products to, the nearest freighting point. It is safe to say that, for these purposes alone, the modern hard-surfaced highway represents at least a one-hundred per cent. advance over the mud roads of our boyhood days. At the same time; they add to the fullness of life for the farmer's family to an extent never before even dreamt.

What a small place the world is becoming after all! A few decades ago, if one wished to communicate with an acquaintance in Hong Kong, it required several months for the delivery of a letter via sailing vessels. Ocean transportation by steam power was developed, then the cables, and now we have wireless telegraphy. Next, it will be speechless thought transmission, or something equally wonderful. The old cry, "It can't be done," is seldom heard in reply to any suggestion these days. Well, I remember my grandfather solemnly assuring me that men could never build a machine with which they would fly; that it was against the Law of God. He lived to read about the exploits of the Wright brothers; though I am not quite sure that he ever was quite convinced they were doing what the papers said they were, and that God was letting them.

Intelligence could not reach the four corners of the Old World in much less than six months. The New World is impatient if the news from China is not delivered within six minutes. The Oriental is no longer a foreigner. Invention and Progress have made him our next door neighbor. We are intolerant to-day of national boundaries, and of those who try to insist that the men on one side of an imaginary line are not the brothers of those on the other side. Commerce and friendly intercourse are of such easy accomplishment in this age that these national boundaries are becoming an irritating nuisance.

But what has all this to do with "Good Roads as a Commercial Asset"? Well, good rural roads do for the local community just what good ocean and rail transportation do for the larger community in which the nations are the farms. Had political government made strides corresponding with those of economic progress, we would now have a closely federated World governed by the Brotherhood of Man instead of the late World War with its Hymns of Hate. Our economic interests have become interwoven, while our governments have remained things apart, each hugging to its breast its little fool's paradise of sovereignty and independence of other peoples.

Has it ever occurred to many of us why we do not have cannon along the party fences on our farms? Well, it is because we have wisely agreed to submit all farm questions to the arbitration of a court that is intended to be impartial. Our courts are not always satisfactory, but how much better they are than the last resort of War!

Then did it ever occur to most of us that the better our local roads the less trouble we have with our neighbors? Do the fatal mountain feuds of the Southern States that still frequently wipe out whole families, ever extend to the plains below? The mountains are practically roadless, and inaccessible either to education or wide community acquaintance; and what we do not know we fear and frequently hate. This applies alike to things inanimate and to our brother men. Upon close acquaintance, we usually find that the other fellow is quite a decent chap after all. The Good Roads so easily built in the plains lead inevitably to this appreciative acquaintance; and the mountain feuds do not occur.

To-day, there is a sharp line existing in many ways between the City and Country dweller. Being raised on a farm, and having spent most of my life since then in the cities, I can fully appreciate the viewpoints of each. With the advent of better roads, these two sections of our population, each necessary to the other, will become very much better acquainted. The rube of olden days will no longer be fair game for the City gold brick man, and the city dweller will grow to know the difference between a moo-cow and her brother,—before being tossed over the pasture fence.

So frequently do we hear the cry these days of "Back to the Land." Well, for one, I shall be prepared to go back to the land when I can do so over Good Roads, with all that such roads imply in broader social development. Is it any wonder that the younger generation leave a mud-road community in which a visit to the nearest neighbor is a pleasure that has a quagmire between home and its fulfillment? Is it any wonder that the sons and daughters of such a countryside prefer the easy, though less healthful, life and companionship of the towns?

Youth loves laughter; and no one ever laughs after a five mile trip over a road paved with mud, the bottom of which permits the yellow paste to rise above the wheel hubs. This is not a picture from the imagination, but a description of the writer's own boyhood experiences in Southern Maryland, where the stickiest-mud-that-ever-stuck appeared on the roads regularly every spring. Speaking of drawing on the imagination, I should have said that the roads had no bottoms, except that then it would have been rather awkward explaining my survival to write this article. It is pleasant to be able to relate that, despite opposition, Good Roads have come, and low farmland values have departed, from this section of country. Oh! how some of us fight against our prosperity.

Once Good Roads have been built in a rural section, it is remarkable how quickly the farmer becomes possessed of one of those gas-devils at which he formerly railed. It is not always a Ford either; for some inexplicable reason, quite a few farmers prefer Packards and Pierce-Arrows, and the fancy of one or two has been known to run to the Rolls-Royce type of limousine. Well, I remember the first automobile that ever ventured on a horse-scaring expedition into Southern Maryland. Five years sufficed to put a passenger machine, and an occasional auto-truck, on nearly every farm. When I was a young man in the country, twenty miles to go visiting was nothing out of the ordinary, though the roads were bad and traveling slow. It took me at least two hours to go and two hours to return; sometimes longer. To-day, it is done in one-half that time, and the Ford isn't tired either.

Good Roads should be looked upon, among other things, as a first aid to matrimony, and as a means of avoiding that community in-breeding which has been an evil in so many of our country sections where Good Roads were unknown. In my home section, for instance, it was hard for a young man to find a suitable life partner to whom he was not already closely related by blood. The doctors tell us that too much of this is not good for the race.

During the progress of this worst of all wars, Good Roads

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The Citizen and Reconstruction; His Opportunity

FRANCIS HANKIN.*

(Canadian National Reconstruction Groups.)



Democracy, in theory, is founded upon the axiom that each individual of mature years, shall have an unconstrained voice in the creation of the laws of the country, and that complete obedience to these laws shall be exacted after a proper constitutional approval of them by the majority of the electorate.

The defect in democracy is the possession by the individual of a right to influence the laws without a corresponding exercise on his part of an active interest or a developed

intelligence in their framing, resulting in imperfections and delays. The friends of democracy have quickly seen the self-evident necessity of opposing on the battlefield, the efforts of an autocracy so ruthlessly aimed at its destruction, and many thousands have made the supreme sacrifice for its defence, but the equal importance of an intelligent comprehension by them of the problems behind the firing line is not so well understood.

This difficulty in a large measure is due to the widespread acceptance of the fallacy that government is principally the business of specialists. The demand for, and the assent to the general features of proposed legislation is the business of the public. Were it not so, our elected representatives would be elected autocrats, as is actually the case when there is apathy on the part of the public. The business of the elected representatives is to attend to the workingout of the details and to the enforcement of the laws of which the public have approved the general principles.

Had there been in existence, on the outbreak of war, among all the democracies then engaged in it, an active, uniform and intelligent interest in all public matters on the part of each unit of these democracies, a complete and final victory over autocracy would have been secured without so great a delay or so great a sacrifice of life.

But What of the Affairs of Peace?

The problems which now face us are even more momentous than those which confronted us on the outbreak of war for these were concerned largely with material actualities, whereas the problems of peace are concerned with principles which, to the average person, are not so self evident, but which are not the less real.

We were also in large measure unprepared for the problems of peace and shall not be free from the danger of possible revolution until there has been effected a satisfactory reconstruction of our industrial structure.

These problems have received much consideration in Europe notably by the British Labor Party. A similar widespread and individual interest in them must be taken by all classes in Canada.

A new social and international order is demanded, and the demand comes from well organized bodies which have the power to enforce it.

The democratic aims in the war were to abolish the causes of war by the substitution of international justice for

oppression, and of open treaties and discussion for secret diplomacy.

The avoidance of class warfare or even of revolution is only possible by means of an individual study of the problems of reconstruction, and by a frank and open discussion of them by all classes in close conference.

Care of Returned Soldiers.

What are the problems of reconstruction? The first to be considered must be the interest and the affairs of the returning soldiers.

Apart from the functions which properly may lie with the Military Department of the Government, such as the determining and payment of pensions now under the care of the Pensions Board; the care of invalided soldiers, now looked after by the Invalided Soldiers Commission — and the public should make itself acquainted with the general policies of these departments — there exist other and larger problems concerning the soldier which are related to civil life. It should be the business of the public to become acquainted with these problems, and to furnish suggestions for their solution. The two most important of these are the programme for efficient or scientific demobilization, and the re-establishment of the soldier in civil life. The Government is now working on these problems through the Department of Soldiers' Civil Re-establishment, and through the Soldiers' Employment Commission. Whilst it may be assumed that these bodies are performing their duties with efficiency, the work which they are undertaking is one of magnitude, involving much delicacy of treatment, and, in the performance of these duties, suggestions, not only from the Great War Veterans' Association, but also from the public, well informed as to the steps being taken, and by whose assistance much of the work must be done, undoubtedly would be of value.

Problems of Demobilization.

The solution of the problems of demobilization, and of the civil re-establishment of the returned soldier, cannot be dissociated from a consideration of the larger problems of reconstruction, such as the general question of employment, which also involves the worker on war industries, who is rendered temporarily idle by the cessation of war orders. This leads logically to the consideration of the development of efficient means for the distribution of labor, possibly through labor exchanges. In fact, the problems of Demobilization and of Civil Re-establishment are necessarily a part of the wider problem of Industrial Reconstruction.

Organized Labor and Reconstruction.

It is common knowledge amongst those who concern themselves in the smallest degree with international and public events, that organized labor in Europe has determined that there shall be a reconstruction of the industrial and social order. That it possesses the power to effect this has been demonstrated during the war, and it is likely to add largely to its own organized forces by enlisting the support of all those who work whether with their hands or with their brains, and who in large measure agree with the principles enunciated in its programme. Should any degree of success attend its political activities, and this seems to be likely, its actions will be followed closely in Canada and in the United States.

It therefore behoves the public in both countries to become acquainted with the policies outlined by the British Labor Party both in domestic and in foreign fields. These are crystallized in "Labor and the New Social Order; a Report on Reconstruction by the sub-committee of the British Labor Party," and in the "Statement of the war aims of the Inter-allied Labor Conferences."

Public Interest Must be Aroused.

The general public in Canada in the past has occupied a position similar in some degree to that of the United States, in not being deeply concerned with foreign policies, but if it is to retain a proper and a suitable place amongst

*Mr. Hankin, who is Hon. Secretary of the Standing Committee on Plans and Propaganda of the Canadian Reconstruction Groups, will be pleased to send particulars of this national movement to anyone interested. His address is 201 Coristine Building, Montreal, P.Q.

The Duty of the Municipal Council to the Canadian Fisheries

Increase Fish Consumption and Develop a Great Natural Resource and Train Seamen for the Canadian Mercantile Marine.

FREDERICK WILLIAM WALLACE.



FREDERICK WILLIAM WALLACE.
Secretary Canadian Fisheries' Association.

Since June, 1917, when the Canada Food Board first took office, the consumption of fish in Canada has increased on an average by 100 per cent., largely due to the propaganda work of the Board in urging the consumption of fish as a substitute for meats required for export.

Considerable assistance has been given the Board by Municipal officials in various localities who co-operated by encouraging the establishment of fish stores in towns where no such places formerly existed. Municipalities guaranteed the accounts of the fish dealer thus established and did everything possible to have their citizens patronize the local fish store and give more thought to fish meals on the daily menu. In localities where the Municipal officials took this interest, fish consumption increased wonderfully, and during the war days most right thinking people felt it was their duty to eat fish and save the beef and pork for overseas shipment.

What was regarded as a duty then has now developed into a genuine liking for fish food. Hundreds of times have we heard the remark passed, "I used to eat fish because the Government asked us to, but now I eat fish two or three times a week because I like it, and it is cheaper than meat." Fish has only to be properly cooked to command the gastronomic fancy of most people.

Now that the war is over and Heinie and his friends have been placed where they belong, there are several important reasons why Municipal officials should continue their interest in increasing fish consumption in their particular localities. It is vitally necessary that the work to increase fish consumption be carried on and in assisting, municipal officials can do a great work for Canada.

The Canadian fisheries are a great national asset and one which is capable of enormous expansion. We have the greatest fishery resources in the world, and by the development of our fisheries, a huge source of revenue can be assured to the country which will assist in paying off the debts which we have incurred through the war. A good demand from the home market encourages fishermen to expand their present business and more men will engage in the fisheries. It may be said: "Why not develop our fisheries by catering to the export trade?" By all means. The export trade means tying up capital invested in fish for an indefinite period, while in the home trade, capital invested is turned over within two or three weeks.

The bulk of the Canadian fish exported is in a canned or cured state. A huge initial outlay is required for cans, salt, barrels, and other material. The fishermen are paid cash by the canner or wholesale dealer, but the latter's capital is tied up until the goods are marketed in Europe, the West Indies, South America or the other countries to which Canadian cured fish is exported. Thus, in the case of salted and dried fish, it may take five or six months before the money invested is turned over. In the home market for fresh or chilled fish, the fisherman is paid when he brings his fish in to port, and the shipper collects his money when the fish arrives at its destination in Montreal, Toronto or Winnipeg—all within the space of a few days. At the present time fish is landed at the sea coast and consumed in Montreal or Toronto within fifty or sixty hours, and the capital invested in the product has been turned over almost within that time.

The home market is our own market. The foreign markets place us in competition with the fishermen of Newfoundland, Great Britain, Holland, Denmark, France, Norway and Sweden, and in fighting competition returns on capital are often meagre. Thus, it will be seen that there is much to commend the development of the Canadian consumption of Canadian fish.

Another vitally important aspect is the relation of the fisheries to the Merchant Marine. Great Britain attained her maritime supremacy through her fishing fleets. "Sea fishing," says Professor J. Russell Smith in his volume "Industrial & Commercial Geography," "is considered the cause that first led men to sail upon the ocean, and from this beginning all maritime nations have had their rise. Such was the origin of the fleets of the Phoenicians and the Greeks. The Norsemen on the inhospitable shores of Scandinavia developed fleets where man must fish or starve. The Dutchman, who wrested the commercial supremacy of the world's seas from the Portuguese, had had years of maritime training on the fishing banks of the North Sea. The fleets of England had their origin in these same fishing grounds, and later the New Englanders became the pioneers of America because good fishing banks were near them."

To these facts might be added Canada's maritime supremacy in the days of wooden ships. Early shipbuilding in this country was primarily for the fishing fleets, and latterly the building of larger vessels to transport the fish to the West Indies and South America. When the boom in shipbuilding came during the years from 1840 to 1870, the Canadian fishing vessel builders got into the game and began to build deep-water brigs, barks and ships from the readily available supplies of timber to be had adjacent to the water. The officers of many of these craft were drawn from men who learned their seafaring in the fishing fleets of Canada, and while the poor wages and miserable conditions of 'fore-mast seafaring in those days did not attract fishermen as crews for the deep-water ships, yet a large number of Canadians served as seamen in the coasting and West Indian trades.

Nowadays, Canada is engaged in building up a merchant marine of her own, but if we do not want to have these ships manned and officered by foreigners, we must, as Great Britain and other nations have done, look to the fisheries as the nursery from which to draw the necessary personnel.

A thriving fishing industry will draw Canadians into the seafaring game, and from the fishing fleets, the younger and more ambitious spirits will transfer into the Merchant Marine. A boy of sixteen can go fishing and earn good money while putting in the sea time necessary for an officer's certificate aboard a merchantman. If he feels that the Merchant Service of Canada offers more opportunities, he can leave the fishing and ship as quartermaster for a year and then take his second mate's certificate in the mercantile marine. The other method is to put in three or four years as an ordinary seaman aboard a merchant ship or ship as an apprentice—paying a premium to be instructed in the arts of steamship or

Post War Reflections

J. A. PAULHUS.

It has been stated by a military authority that 15 per cent. of our returned soldiers will gladly adopt farming for a living, and that the balance, that is, 85 per cent., have seen so much mud in the trenches that a return to the soil will have but little attraction for them.

To place these 15 per cent. of our men on farms, we should require 65,000 farms. The question is, where are those farms? What has been done so far to meet this emergency?

It has been vaguely proposed to utilize tracks of lands owned by real estate promoters in the west, but so far nothing practical has come out of the proposition.

We were all agreed that war fell upon us like a bolt from the blue sky, and that this sudden awakening should be a lesson to us for future preparedness, yet, here we are quite unready for the new conditions that peace will bring in our social and economic life.

When the news of the armistice became known, our population went mad with excitement in a manifestation of flag-waving and din of all manner of description. We forgot during this orgy of joyful demonstration that if war has its problems to solve, peace also has her duties to fulfill.

MUNICIPAL COUNCILS AND FISHERIES.

—Continued.

navigation. The former method has much to recommend it, as, should a man dislike the Merchant Service, he can always go back to fishing again—a trade which the ordinary merchant sailor cannot tackle without experience.

Thus, it will be seen that the Municipality has a national duty devolving upon it in the consumption of fish in the locality under its jurisdiction—no matter how remote it may be from the sea and ships, and the problem of encouraging the greater consumption of fish is deserving of thought and effort. In centres where no fish stores exist, the Municipality should select a bright, capable man—a returned soldier preferred—and secure for him a good location for a store. If he lacks capital, it would not involve an extensive outlay on the part of the municipality to fit up a store for him. The citizens should be enjoined to place weekly orders for a certain amount of fish and the Municipality should guarantee the man's account.

In places where the population is too scattered to maintain a store, opportunities should be given a man to peddle fish by horse and wagon such as is done extensively in Great Britain and Europe. This, also, would give a good livelihood to a returned soldier. Endorsed by the local council, a fish peddler will stand a good chance of building up a lucrative business.

In larger centres maintaining a public market, a good fish stall is a necessity. The public markets in many cities relegate the fish stall, if any, to the meanest and poorest location in them. The St. Antoine Market in Montreal is an example. Cities like Montreal maintaining public markets would do well to pay some attention to properly equipped fish stalls. Walls should be of white tile; the floors of cement or tile, and modern refrigerator chambers should be part of the store. Market fish stalls, dark, ill-smelling and crowded, with walls slimy and damp, do not encourage the consumption of fish nor give the proprietor of the stall a chance to do the business he is capable of.

The question of increasing fish consumption and encouraging the establishment of retail organization whether by market, store or peddler, should be a part of every municipality's deliberations during the year 1919, and speedy action along the lines indicated should follow.

Canada's destiny as a nation lies in the development of her natural resources and the shipping to transport our products to other markets. The Municipal Council, while it has its own local affairs to attend to, has yet a larger duty to the Dominion of which it is a part, and it is only when such Councils do their share in promoting such matters as increasing fish consumption, that Canada will attain the position to which it is entitled by right of the wonderful resources with which we are endowed.

and these demand courage, sober-thinking and more sacrifices. War has cost us blood and life. Peace will require energy, resourcefulness and enterprise.

If we reckon that we have not paid too dearly for the preservation of our threatened liberties—for the defence of our free institutions, we have, contracted a financial debt which, however, should not be a burden to a resourceful country like Canada.

Let us be practical now that the effervescence caused by victory has passed off, and face with a resolute mind the problems of reconstruction. First, by finding remunerative occupation for all our returned soldiers. Second, by organizing our economic life in such a way that we shall be able to meet without unnecessary struggle the obligations that this war has imposed upon us.

We can do this by utilizing to their full extent, by exploiting intensely the natural resources that are in store for us in this country. For instance, we pride ourselves in possessing the most prolific fisheries of the world, and this is not contested. Can we not turn this valuable asset to better advantage for the interests of all.

By dividing in lots all the unoccupied land contiguous to the sea, lakes, and rivers, we could find room and profitable occupation for thousands of people.

Farming and fishing in conjunction, undertaken under the supervision and direction of experienced hands could not fail to produce best results, economically and morally. The best feature of the proposition is, that not a very great amount of capital would be required to start fishing operations. A very small sum to commence working with practical hints and direction would soon give the hopeful, earnest soldier a sense of ease and comfort.

The fish industry properly handled and managed can also help wonderfully to increase the wealth of the country and thereby assist in the work of reconstruction.

Reconstruction depends on two essentials—production and economy. Our rural people are not a fish-eating community. The value of fish as a food has not appealed to them so far. Yet, it has been proved beyond any doubt that fish is substantial, contains as much nutritive matter as meat, and is much less expensive. Our farmers would gain considerably if they would sell their meat, poultry, butter, cheese and eggs, and use more fish in their homes.

At certain times of the year a provision of good, well-cured fish, such as salmon, codfish, turbot, herring and frozen fish in winter would be found very palatable, hygienic and nutritive. For instance during the warm days of summer, meats such as pork and beef are heating and enervating, whereas, a diet of fresh, pickled or frozen fish is refreshing, appetizing and soothing.

In hot climates under the tropical skies very little meat is used, but enormous quantities of fish, particularly cured or dried fish, forms the main article of diet. Our country exports annually, thousands of tons of dried codfish, hard cured herrings and pickled fish of all sorts to the West Indies, South America, the Mediterranean countries: Italy, Spain, Greece, etc. In fact, our codfish industry is dependent mostly on these markets for the disposal of its production.

If the consumption of fish was more general in Canada we could supply on a larger scale the European markets with beef, bacon, butter, cheese and eggs. These articles being known would always sell readily and give better results to the producer.

This would also increase the total of exports, and with judicious management and economy at home, the balance of trade would grow in such proportions that our war debt would be wiped out as easily—though in a different manner—as France paid her debt after the terrible humiliation of 1870.

The increased production of our fisheries would also develop subsidiary industries, such as boat construction, fishing implements, cold storage plants. It would, further, provide more tonnage for railroads and navigation, stimulate enterprise, invite capital, and above all teach a lesson of patriotism, of love of one's country, without which progress and prosperity are only a delusion.

National Reconstruction

Commissioner C. J. YORATH, Saskatoon.

"Reconstruction,"—how often have we heard the word before and since the termination of war, and how often is it used with the full intent of its proper meaning? Does it mean only the construction of works to find employment for the soldiers returning from Europe, the placing of soldiers on the land, the building of railroads and transcontinental highways, or does it mean the total reconstruction of our social fabric so that the nation can obtain, by means of proper representative government, those conditions which make for a happier, more contented, and healthier people.

Is it realized that before we have 'real reconstruction,' we must first have governments which fully express the image of the people, instead of any one particular section of the community?

Before stating the defects of the old system, or suggesting a plan which would create a properly organized nation, or a way in which we can obtain representative government, let me give expression to the deep gratitude which everyone feels to those citizens, who, during the past four years, have with dauntless courage, upheld the proud traditions of the British Empire. Their amazing endurance against the awful odds which were arrayed against them in the early stages of the war, their willing sacrifice in the cause of humanity, of liberty, and of justice, have placed us under an obligation which can never be fulfilled, and they have, by their example, inspired us with a full sense of our duty in endeavoring to settle the problems of the future.

The War Has Revealed the Faulty Organization of Our National Life.

The war has revealed all the defects of the old system, the faulty organization of our national life, and the wasteful use of our national resources in men and material. If there has been one thing more than another which has been shown up during the present war, it is the defective physical condition of our young manhood. Every nation, including Canada, has been astonished at the very large percentage of men who have been turned down as medically unfit for military service. What is the cause and what is being done with the very valuable medical survey which has been made during the war? Are we going to relapse into the old haphazard methods, or are we going to say that in the future that every man and every child shall, if possible, be kept in good health and physically fit, not only in the best interests of himself, of community life, but also in the best interests of the nation.

What is one of the principal causes of our medical unfitness? Is it not the low wages paid to labor? A man cannot, or does not, on account of lack of funds, consult a doctor about himself or his family in the initial stages of disease or sickness, but puts off the evil day until the forces of nature compel him to give up, and then how often is it found that a disease has been contracted, which either means a serious operation or a permanent incapacity for the remainder of his life. Can anyone say that the Great War was fought in the cause of humanity if such a state as that is to continue?

It is a common mistake for an employer to consider that the most important part of his equipment is the machinery in the factory, and we know with what care he sees that it is kept in good condition and properly maintained. Because the supply of labor has been constant, he has cared very little about the living conditions and physical fitness of his employees, but that condition of affairs is changing and a wise employer knows that the most important part of his organization is the human element, and it is or should be, not only in the best interests of himself, but also of his employees, to see that their living conditions are such as will produce a happy contented and healthful life. Unfortunately, there are others who do not realize this fundamental principle of economic production, and it is to those and to itself, if necessary, that the Government should say, "You shall not barter in human lives."

Surely a life of labor is worthy of an old age of happiness, but how many of the working classes are forever haunted with the spectre of old age and poverty. Were human beings created for the purpose of eking out a miserable existence without a proper home-life, without proper health, without pleasure, and without recreation? All these conditions, which are necessary to create a happy and contented home-life, must be brought about if the full result of the war is to be attained, namely, the happiness of the peoples of the world.

Unemployment! Do you know what it is when there is a wife and family to be clothed and fed? If not, ask yourself the question, "What would I do under the circumstances?" If a man is able and willing to work, work should be found for him. It is an economic loss to a country to have unemployment, and in a new country, such as Canada, with rich natural resources to develop, the employment of labor could or should be so planned as to prevent this loss. Can anyone conceive a greater incentive to discontent, strikes, and disorder than a large number of men with families dependent upon them being unable to find work. In fact, this condition is one of the chief causes of social unrest.

Many of those who have gone across the seas to fight in the cause of "humanity," have come from some of the worst slums in our large industrial centres. Having done so much for the Empire and having been willing to sacrifice their lives in the cause of humanity, it is surely the least that the country can do, to provide proper means which will enable these men to live in proper homes, with healthy and pleasant surroundings.

We have heard much of "Hands across the Seas," but the time has now come for "Hands across the land," in one great league of friends of humanity.

That things in general are out of tune is as plain as a discordant note to a musician's ear. Society is out of tune; labor and capital have been drawing away from each other until to-day it will take a drastic readjustment to ameliorate the conditions of labor. The world's health is out of tune, and the nations of the world are out of tune. The world can never be attuned by an imperfect instrument and the only tune which can bring hope and harmony is sung to "Glory to God in the highest, and on earth, peace, good will to men."

We have, during the past four years, climbed hills and mountains of sorrow and of sacrifice until to-day we are at the highest pinnacle and are able to look down upon the fertile valleys and plains of peace. It will depend upon how we act as a people, whether in the future those valleys and plains will once again be turned into the bloody fields of war.

Nation Planning.

"Who is going to launch the lifeboat," and what is to be the calibre of the crew who will be responsible for saving the wreckage of the past?

The problem of the nations is to choose its builders so that we can properly and efficiently plan its development.

We hear much of town and community planning, but why not "Nation Planning." Why should we not plan the development of the Nation so that the health of the people shall be properly maintained, and the poorest worker can have proper medical advice upon the health of himself and his family. The wastage of human life is so large and its value to the Nation is so great that, surely, it would be in the best interests of the Nation if it planned a Federal Health Service.

Why should we not plan as other countries have planned, and put into operation a State sickness, life, and old age insurance fund which will remove from the life of the worker the ever present worry of those conditions which, with his meagre pay, he is unable to provide against?

To be Continued in Part Two.

ELEVENTH NATIONAL CONFERENCE ON CITY PLANNING,

Under the Auspices of the Cities and Towns of the Niagara Frontier.

MONDAY, TUESDAY & WEDNESDAY,
May 26-28, 1919.

The Conference will meet Monday and Tuesday at Niagara Falls, and at Buffalo on Wednesday.

PROGRAMME.

MONDAY, May 26th.

Registration: 9-10.30 a.m., at Hotel Headquarters, Prospect House, Niagara Falls, N.Y., and at Niagara Falls Chamber of Commerce.

10.30 a.m.: Automobile Tour (to be arranged).

1 p.m.: Luncheon at Niagara Falls Country Club.

Twenty-minute address on town planning topics of general interest:

FIRST CONFERENCE SESSION, 2.30 p.m., at the Country Club.

Town Planning Problems of Industrial Towns.

Niagara Falls, N.Y.—John Nolen, Cambridge, Mass.
Birmingham, Ala.—Warren H. Manning, Boston.

SECOND CONFERENCE SESSION, 8 p.m., at Chamber of Commerce Auditorium.

Planning of Residential Subdivisions, President's Address.
Frederick L. Olmsted, Brookline, Mass.

Other speakers on various phases of the subject.

TUESDAY, May 27th.

THIRD CONFERENCE SESSION, 10 a.m., at Chamber of Commerce.

The Location of the Railroads on the City Plan.

Session in charge of Nelson P. Lewis, N.Y. City.

Suggested speakers:

Mr. Fort City Manager, Niagara Falls.

J. L. Harper, Engineer, Niagara Power Co.

City Engineer, Tonawanda, N.Y.

Engineer, N. Y. State Public Service Commission.

Walter McCulloh, Niagara Falls.

FOURTH CONFERENCE SESSION, 2 p.m., at Chamber of Commerce.

A Regional Survey and Plan.

The working out of this session and the afternoon session left to Mr. Thomas Adams (Commission of Conservation), and Mr. J. T. Donald (Sec. Niagara Falls Board of Trade), with the understanding that Mr. Adams would take one of the chief papers and Mr. Donald another.

Other speakers suggested:

Mr. Mildrum, Niagara Falls, Ont.

Morris Knowles, Pittsburgh.

FIFTH CONFERENCE SESSION, 8 p.m., at Chamber of Commerce.

WEDNESDAY, May 28th.

All Sessions at Buffalo.

12.30 p.m., Luncheon at Hotel Buffalo.

Twenty minute address on Residential Zoning.

SIXTH CONFERENCE SESSION, 2 p.m. (Place to be Selected).

Suggested speaker—Lawrence Veiller, N.Y. City.

Residential Zoning.

Arthur C. Comey, Cambridge, Mass.

SEVENTH CONFERENCE SESSION, 8 p.m. (Place to be Selected).

Civic Centres.

Session in charge of George C. Rice, Buffalo.

Speakers suggested:

Ralph A. Cram, Boston.

Arnold Brunner, N.Y.

Willis Polk, San Francisco.

Henry E. Jackson, Washington.

SOLDIERS' GARDEN VILLAGE IN SCOTLAND.

An effort to attract soldiers to the land has been set in operation in East Lothian near the village of Longniddry. That location was chosen because it has a railway with connections for a nearby town and also for a summer resort and the county seat. It is on the main line from Edinburgh to London. The surrounding country is among the best agricultural districts of Scotland. It is also half a mile from the southern side of the Firth of Forth. Midway between the old village and the railway station the experimental settlement has been started. The main street branches off from the main road, forms a crescent and again returns to the road. This is the recreation ground. On the opposite side of the road is the bowling green.

The houses face on the crescent and each has a southern exposure, thus insuring sunshine for the front rooms. There are three kinds of houses all built in the same general style, and differing only in size. The smallest has kitchen, scullery, bath room and living room all embodying the latest ideas as to convenience and sanitation. Hot and cold water are provided for. This style of house is intended for a childless couple. The next style has an additional living room upstairs, and the third style has three living rooms, two of which are upstairs and all the rooms are considerably larger than in the other two styles.

Attached to each house is a front and back garden. In each garden there have been planted one apple tree, six gooseberry bushes, six red and six black currant bushes and several rose bushes. The original scheme provides for sixty houses. So far twenty have been erected, and are on what has been called Kitchener Crescent. The Scottish Veterans Garden City Association, before launching this experiment, visited a number of garden cities, and how well they have planned this one is shown by the report of the Edinburgh Trades Council, which, after paying an official visit pronounced the settlement far in advance of others of years' standing. The cost of erecting each house was £600, and the rent is one shilling, six pence, two shillings, two shillings six pence per week according to size of the house.

Plainly this movement is philanthropic. Many of the houses are memorials and even parts of houses are of that character. Gayfield Cottage bears a tablet on the staircase to the effect that the cottage was erected by the staff and pupils of London Street Public School in Edinburgh "as a tribute to Scottish heroes who fell in the Great War." "Craigbinning Cottage" has a plaque on the wall with the following inscription: "In memory of Eric James Thompson, Lieutenant 7th Royal Scots, killed in action on Gallipoli on June 28, 1915." One cottage is erected to the memory of the "Warrior" (and so named) "commanded by Capt. V. B. Molteno, R.N., in the battle of Jutland, May 31, 1916." "Mohawk Valley Cottage" is erected by the members of the Mohawk Valley Garden City Association, Schenectady and Amsterdam, New York. It is a memorial to Kitchener and its memorial stone was laid by his sister, Mrs. Parker. Two other cottages, "Shoreby" and "Colorado Springs Cottage" have both been built by contributions from the United States.

At about fifteen minutes' walk from the settlement is an allotment of ten acres to become, in time, chiefly a fruit farm. Already the jam factory is being remodelled. Piggeries, hen runs, bee hives are being prepared. Each man in the settlement will have his allotment here and his training. The chances for happiness to both children and adults are immense, and the experiment will be watched with interest.

PUBLIC OWNERSHIP.

The Government of New Zealand has established an extensive hydro-electric plant at Lake Coleridge, from which the city of Christ Church gets full lighting for the city streets at 1¼c. per unit. The city supplies current to private parties for lighting at 7c. per unit, and for industrial purposes at 1½c. per unit.

The municipally owned street railway of London, Ontario, showed net earnings of \$23,508 for the year ending June 30th, 1918. This was a slight decrease over the receipts of the preceding year. The gross earnings increased considerably in 1918, but the expenses increased even more.

THE CITIZEN AND RECONSTRUCTION.

Continued from Page 153.

the nations of the world, it must concern itself with such affairs in the future, as the support of all nations, large and small, will be required in order to make effective the League of Nations, now established with a view to rendering impossible in the future, a resort to arms in the settlement of international difficulties.

But even though the Canadian public should not concern itself with such a humane and fascinating subject, it must pay attention to internal reconstruction, and study the recommendations of the British Labor Party in order to see how far its programme may be carried out with justice and efficiency. The four broad principles upon which its policy is founded are:

- (a) The Universal enforcement of the National Minimum of Leisure, Health, Education, and Substance.
- (b) The Democratic Control of Industry.
- (c) The Revolution in National Finance, and
- (d) The Surplus Wealth for the Common Good.

Such a programme, however much one may or may not sympathize with its principles, demands much study, and not too hasty an enforcement, whatever measure of enforcement may be found to be possible. Whatever fate it may meet, it must be studied. If this be not done, the proverbial hard-headed business man or the indifferent citizen who cavalierly dismisses the proposals as impossible, may awaken one day to find them in force in full measure or in more than full measure, without the benefit of careful consideration.

A study of the National Minimum, and of the Democratic Control of Industry, naturally involves the relations of Capital and Labor, or Industrial Reconstruction. Numerous works have been published relating to this problem which should be the subject of public study. The British Government has issued the Whitley Report on Industrial Councils recommending that a joint council for each national industry, of employers and employed equally represented, should meet regularly to settle, not only the relations between capital and labor, but all matters of interest advantage to the trade.

The third and fourth items deal with land and finance. Changes will be called for in our laws relating to these matters, and in order to judge wisely of the merits of any proposed legislation, or in order to urge the enactment of any conceived laws, the public should become acquainted with the opinions already expressed thereon.

Reconstruction and General Efficiency.

Reconstruction also aims at an increase in the general efficiency of the nation. Study in this direction will lead to a demand for better education, and for systematic physical training. The Canadian Royal Commission on Industrial Training and Technical Education has issued a comprehensive report, and excellent recommendations which have not yet been adopted, but which an informed public undoubtedly would wish to be enforced. Our present foreign trade service and industrial and scientific bureaus must be improved under the pressure of a general public demand. A consideration of the efficiency of the nation will lead also to a demand for a Dominion-wide enforcement of laws for the protection of health, the conservation of life, adequate housing, and a proper control of immigration.

The programme mentioned is wide, and the changes advocated in some quarters are drastic, but notwithstanding these circumstances, it is imperative that solutions be found, and even though these solutions originate with the Government, the full support of public opinion will be required for their enforcement. This cannot be given unless the public is acquainted, by a study of the problems, with their general features, and such a study in many cases, will enable the public itself to suggest solutions to the Government.

Reconstruction Study Groups.

A study of these questions, which is diffuse and intermittent, will be valueless. It must have cohesion and regularity and in order that it shall be possible to work in such a manner, there has been developed an organization called the Canadian National Reconstruction Groups, whose object it is to form numerous small groups of thoughtful men and women who are prepared to read the

EDUCATION AND CITIZENSHIP.

"Proper citizenship can only be developed when the schools give full and just attention to the moral, intellectual and physical interests of the pupils. It was only in thus developing the boy or girl that character could be fully developed, and all the education in the world without physical development would not make a proper citizen. Yet both of these qualities — physique and education — would make a stunted citizenship if the building up of character was not combined with them. As a matter of fact, character stood foremost of all."—Hon. Walter G. Mitchell.

PUBLIC HEALTH THE KEYNOTE OF NATIONAL PROSPERITY.

"National prosperity that is not based on good public health conditions is not democratic. The state owes every citizen protection from preventable disease, as an essential duty of government."

"You cannot maintain an A-1 nation with a C-3 population. As a great lesson of the war, the state must take a more constant and more intelligent interest in the health and fitness of the people."

"With proper care of the public health in the past, Great Britain could have put another million men in the field, rid herself of man-power problems, and lessened the length of the war by many months."

"Care of the health of the people is the secret of national efficiency. It is the secret of national recuperation."

"In future, the condition of the nation will be sought for not so much in trade figures as in mortality and disease statistics. Death and sickness, which are preventable mean a colossal waste of effort and money. Living conditions which do not make for health are a commentary upon public intelligence and official care."

"There can be no true prosperity where public health is not properly cared for. Where conditions are bad the wealthy have a pronounced advantage over the poor or those of moderate means, and it is the duty of the state to come to the rescue of the imperilled citizens."—Premier Lloyd-George.

various works published upon the general problems of Reconstruction, and to undertake the study of one or more of its specific problems.

The Reconstruction Study Groups are formed easily, and develop usually from the interest of one person in these matters, who makes it his business to interest a few of his friends. Works on Reconstruction in general are obtained and studied by each member; then a specific problem is taken up, particulars of literature and information on the problem being obtainable from the Standing Committee on Plans and Propaganda.

The movement is non-partisan in every respect, and it is hoped that each group will include eventually among its members, a representative from as many sections of society as possible, such as capital, labor, the returned soldiers, social welfare, etc. Groups should not be too large. A maximum number of about fifteen persons is recommended. The organization makes provision for Provincial Executive Groups and a Central Dominion Council.

The foremost purpose of the movement is to interest as many persons as possible in the study of national problems and its aim is to press for political action on the part of the Government by means of resolutions passed through the groups, only upon matters upon which there is little or no variance of opinion. Upon contentious matters, it purposes to act as a vehicle for the distribution of the arguments of both sides of any disputed problem, leaving each individual to form his own conclusions, believing that these conclusions will be best founded if both sides are presented for study and discussion.

Few persons in Canada have not made some sacrifice in the war for the preservation of democracy. It is ardently hoped that a large number of people in Canada, for the future interest of their internal affairs, will be prepared to take up the study of these problems which in themselves are of much interest, for without such a study, there is a possibility of the corner-stone of freedom being broken upon the rock of revolution arising out of the violent clash of conflicting internal interests, which may be harmonized by careful study and an interchange of ideas.

GOOD ROADS A COMMERCIAL ASSET.

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have proven an invaluable asset to France and England particularly; while the lack of them has been a great drawback to Canada and the United States. If Good Roads are so great a factor in accomplishing destruction, how much more a factor should they be made to become during the reconstruction period? How stupid we humans are, that it should have taken a great catastrophe to force the acceptance of facts that were always perfectly plain? How much more stupid will it be for us to go any longer without Good Roads?

Some will ask, how our new roads should be built, and where? The How should not concern us much—if only we can keep the profiteers' fingers out of the appropriations, and leave the matter to independent and conscientious road engineers. The Where is a more vital inquiry.

The most important roads are those from the farms to the railroad stations, which are nearly always at the community centres. The next in order are the connecting roads between centres; and then come the radial or trunk line roads leading to and between large cities. Inter-provincial, Dominion-wide, and International highways are much to be desired; but, viewed as an asset, or indeed, in any other way, the really important highway is that from the farm to the railway station.

Invariably, where a Good Roads system has been built through a farming district, this section has become prosperous, and land values have gone up. The actual advance has usually been such that it equalled the full cost of the roads, and a net profit of about twenty per cent. This has frequently been set forth in magazines; and I am quite certain that there are government reports giving specific instances of such improvements.

Have you ever heard how the French Court of Olden Days was in the habit of replenishing its coffers when they had been depleted by their extravagances beyond the apparent ability of the people to pay taxes? The story should be an eye-opener to the farmer who thinks Good Roads are not a good thing,—for him. The King would order that a Grand Boulevard be constructed,—upon most any old excuse at all,—and land would be condemned and bought in a wide stretch paralleling the proposed improvement on either side. After the work was completed, this excess land, made valuable by the Good Road, was resold, invariably at a price that was sufficient to repay the loans raised for the work, with the usury thereon, and then leave the Court a handsome profit to square its debts and begins its orgies afresh, with new credit.

This is why Paris has so many magnificent driveways. One instance where a doubtful cause produced good effects for posterity, while at the same time supporting the evil of its day. Other instances of this kind might be cited, nearer home. It is very unfortunate that we can not always have both good causes, and good effects; but much more education will be necessary before that condition will be with us.

They say a Missourian must be shown. This unfortunate characteristic is not a monopoly of the resident of the State of Missouri. A certain community in the Eastern States, reputed for its wisdom, was quite as impervious to the reception of facts by the thought process. What was done, in this instance, was to build short sections of Good Roads at intervals through the country section, so the farmers could actually see and feel,—and, in a sense, eat,—the difference. From a muddy or dusty section of country road, the ruralite would suddenly come upon a stretch,—not very long,—of modern, mudless, dustless, hard-surfaced highway. While, unfortunately, he could not be told of the value of Good Roads to him, a few years experience with these educational sections changed him from an opponent of progress to an ardent Good Roads advocate ready to pay the bill himself.

Shall we become convinced of the value of "Good Roads as a Commercial Asset," and as a social asset as well, through the means of that reasoning power which is said to distinguish man from the lower forms of animal life,

MUNICIPAL PROGRESS IN ONTARIO.

The Editor, Canadian Municipal Journal:

It is very encouraging to notice that the Ontario Government is following the example of the other progressive provinces, and is establishing a district department to look after the important municipal business of the province.

Ontario has long been justly proud of her municipal organization and laws; but apparently has been so satisfied with these, that no modern ideas seemed desirable, except the annual modifications suggested by individual municipalities or the Provincial Municipal Association.

So that, while the Baby Provinces of Saskatchewan and Alberta, and the Ancient Province of Quebec, have adopted the plan of having a Minister and Deputy Minister of Municipal Affairs, Ontario has remained in what was an advanced position several years ago.

It seems unfortunate that even now Ontario should not adopt the same practice as the other three live Provinces, and establish a real Department of Municipal Affairs, with a Minister who is a member of the Cabinet, and a Deputy Minister, for the importance of the importance of the 958 municipalities within her borders warrants this; for the great value to the community of municipal government is being more generally understood.

But Ontario does not believe in appearing to be a copyist, but prefers something original, even if it be less practical.

However, it is very satisfactory to see that Ontario has made this move towards modernizing the handling of municipal work from a Provincial point of view, only those who have endeavored to get information about municipal matters as applicable to the whole Province, can realize what the change means.

An admirable feature, and one for which the Ontario Government deserves great praise, is the selection of ex-Mayor J. A. Ellis, of Ottawa, as Director of the Bureau of Municipal Affairs.

Mr. Ellis made an exceptionally good Mayor for the Capital City, he did splendid work for that city's electric works, and has been a valuable member of the Ontario Railway and Municipal Board. If he has a free hand, the new Department will be successful, and the old evil will disappear.—V. A. Grant.

FARGO VOTES FOR MUNICIPAL PLANT.

A notable victory for municipal ownership was won at the April 1 election, when the citizens of Fargo, N.D., by a vote of 1493 to 1152, approved the issue of \$150,000 bonds for a municipal electric light plant.

The victory is especially significant in that the movement was not launched until before the election, and the advocates of municipal ownership had but little organization. For weeks preceding the election the private company, which owned not only the electric light plant, but the street car lines, the gas plant and the steam heating system, had kept up an aggressive and very systematic "educational" campaign through paid ads in the local daily papers. It was especially emphatic in pointing out the follies and impossibilities of municipal ownership in general, and of Fargo's plan for a municipal electric lighting plant in particular.

Meanwhile the Trades and Labor Assembly and Mr. Robert Blakemore, the commissioner who had made such a notable success of the water plant in Fargo, and others, arranged for a public mass meeting at which Mr. Carl D. Thompson, the secretary of the Public Ownership League of America, was the main speaker. The opposition tried very hard to overcome the effect of these efforts, but failed.

or must our public officials hold up Good Roads progress until they can educate us by inches through the medium of our five senses? Must we be provided with short respites from dirt eating and sweating on our dusty, rutty public highways, before we can appreciate the benefit of living without these friends of by-gone days whom time has changed into enemies? Must we be fed our Good Roads education through our noses, or can we advance a step faster than that Eastern States community which arrived at an appreciation of Good Roads in this way, and get our knowledge through the process of reasoning from the facts available and the experiences of others?

The Federal Government Housing Project

The Federal Government has frankly recognized that the serious shortage of housing accommodation for the returned soldiers and for workmen and women, not only in the large centres of industry, but also in many country districts, is a matter of national importance that touches vitally the health, morals and well-being of the entire community and that in view of the practical cessation of such building during the last four years, a problem has arisen that requires national treatment.

The Federal Government has therefore decided to lend the sum of twenty-five million dollars, at five per cent. interest, to the Provincial Governments of Canada for the purpose of promoting the erection of dwelling-houses of a modern character.

So far as the Federal Government is concerned the conditions of the loan cannot be considered as onerous. They have been formulated with a view to securing reasonable standards in the building of workmen's houses, and the amenities of living conditions such as have been found in the modern schemes of housing and town planning to be as accessible to the working classes as to the rich.

One of the outstanding features of the Federal Scheme is the fact that it places the chief responsibility for formulating the principles and for carrying out schemes upon the provinces and municipalities. Under our Constitution this is as it should be, and it seems somewhat inconsistent with the previous attitude of most municipalities that some of them are criticizing the Federal Scheme because it gives the municipality the responsibility to do the work in its own area.

Another feature of interest consists of the Recommendations of the Federal Government regarding town planning. Paragraphs 1, 2, 5, 6, 8 and 9 of the Recommendations set forth below, refer to town planning matters. Having regard to the fact that the Federal Government is merely concerned in suggesting the minimum standards for the Provincial and local authorities, their project has a comprehensiveness which is probably not to be found in any other National Housing Scheme.

The Cabinet Committee of Housing is as follows:—

Hon. Mr. Rowell, President of the Privy Council;

Hon. Mr. Robertson, Minister of Labour;

Hon. Mr. Maclean, Vice-Chairman of the Reconstruction and Development Committee of Canada;

Hon. Mr. Crerar, Minister of Agriculture;

The Hon. Mr. Rowell is to be Chairman of the Committee.

Mr. Thomas Adams, Housing and Town Planning Adviser to the Commission of Conservation, is also acting as Adviser to the Committee in regard to the Federal Housing Scheme.

The whole project is set forth below:—

(1) **General object in view.**—The object of the Government in making provision for a loan of \$25,000,000 at 5 per cent. to the Provincial Governments for housing purposes is—(a) to promote the erection of dwelling houses of modern character to relieve congestion of population in cities and towns; (b) to put within the reach of all working men, particularly returned soldiers, the opportunity of acquiring their own homes at actual cost of the building and land acquired at a fair value, thus eliminating the profits of the speculator; (c) to contribute to the general health and well-being of the community by encouraging suitable town planning and housing schemes.

(2) **Promotion of Housing Schemes matter for Provincial and Municipal Jurisdiction.**—The provision of houses, so far as it may be regarded as a public duty, is a matter which comes more properly within the jurisdiction of the provinces and municipalities, and in ordinary circumstances, the question of what regulations should be imposed, and what policy should be adopted, in regard to the administration of housing schemes, are matters for these Governments. As the Federal Government will lend the money on the general security of each province, it is not necessary to impose financial regulations as to the means which should be employed to safeguard the loans.

Conditions on Which Loans will be Granted by the Federal Government.

Having regard, however, to the responsibility incurred by the Federal Government in providing the money, and to the object for which the money is proposed to be lent, loans will be made to the Provincial Governments on the following four conditions:—

1. **Approval of General Provisions.**—Each province shall

prepare and submit to the Federal Government for approval, a general housing scheme; setting out the standards and conditions to be complied with in connection with local housing schemes. The general scheme of each province should include a schedule of minimum standards in regard to grouping of houses, provision of open spaces, sizes and heights of houses, sizes and heights of rooms, provision of light and ventilation, heating, lighting, character of materials, etc., which it is proposed should be enforced as the minimum requirements for health, comfort and convenience.

2. **Maximum cost of dwellings, etc.**—The object of the Federal Government being to facilitate the erection of dwellings at a moderate cost suitable for working men, particularly returned soldiers, it is necessary to place a maximum on the amount which may be loaned per dwelling, and the following maximum has been fixed having regard to the conditions existing in the different Provinces:—

- (a) Detached or semi-detached dwellings with walls constructed wholly or partly of frame, stucco on frame, brick veneer, inclusive of the capital value of the site and necessary local improvements:—
- With 4 or 5 rooms exclusive of bathroom and summer kitchen \$3,000.
 - With 6 or 7 rooms exclusive of bathroom and summer kitchen \$3,500.

- (b) Detached, semi-detached, groups of three or more or duplex (cottage flat) dwellings with walls of brick, hollow-tile, stone or concrete and roofing of fire-proof materials, inclusive of the capital value of the site and necessary local improvements:—
- With 4 or 5 rooms exclusive of bathroom and summer kitchen \$4,000.
 - With 6 or 7 rooms exclusive of bathroom and summer kitchen \$4,500.

(3) **Ownership of land.**—Public money may be advanced for building houses on sites owned by:—

- (a) The Provincial Government or Municipality.
- (b) Housing Societies or Companies comprising groups of citizens associated to promote good housing, supplied with proper improvements; such Societies or Companies to have not more than a statutory limitation of dividends payable on stock of 6 per cent.
- (c) Owners of lots for the purpose of erecting houses for their own occupancy.

(4) **Terms of years for repayment of loans.**—The Federal loan will be repayable by the Province over a period of twenty years. Provided that in order to encourage the erection of more durable buildings, and to bring the financial terms within reach of a large number of workers, the period of 20 years may be extended to 30 years in respect of any portion of the loan which the Provincial Government may decide to re-lend for thirty years for such purposes as purchasing land or erecting buildings under the above class. Repayments by the Provinces on account of Federal Loans may be made quarterly if so desired, or otherwise as may be agreed upon.

To be Continued in Part Two.

MUNICIPAL RAILWAY MAKES OVER A MILLION DOLLARS PROFIT.

A comparative financial statement has been recently issued by the City of San Francisco, giving in clear statistical form the revenues, expenditures, and profits of its Municipal Railway System for the six years that it has been in operation, from 1912 to 1918. This report shows True Net Profits for each year as follows:

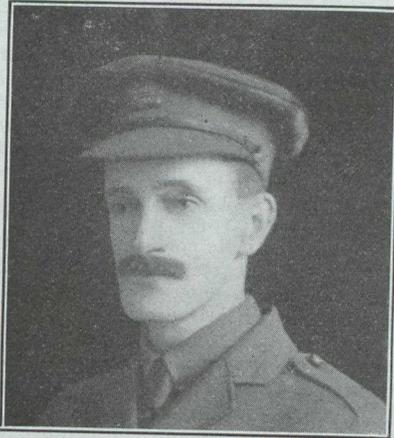
Dec. 28, 1912 to Dec. 31, 1913	\$ 85,345.80
Dec. 31, 1913 to June 30, 1914	105,911.48
June 30, 1914 to June 30, 1915	288,157.43
June 30, 1915 to June 30, 1916	250,663.86
June 30, 1916 to June 30, 1917	31,084.27
June 30, 1917 to June 30, 1918	326,306.46

Total to June 30, 1918 \$1,027,469.30

This report, showing a total profit of over a million dollars, a true profit for every period since the roads have been operated by the city, and the largest profit for the last year, during which war conditions have prevailed, forms an effective answer to the rumors and unconfirmed reports that have been recently circulated to the effect that the Municipal Railway System of San Francisco has not been a financial success.

Wasted Man and Woman Power

Reform Wanted in the Administration of Police Courts.
By JOHN KIDMAN.



John Kidman.

One result of the war has been to considerably reduce the number of inmates of jails and penitentiaries, and now that we are setting out on a new era of reconstruction, it might be well if something could be done towards making that reduction a permanency. The explanation was not that all the rogues enlisted, but that hundreds of very average men who were potential law-breakers were caught up by the wave of patriotism and their energies were diverted into a right channel. That fact in itself is an argument against our penal system which makes the jail and penitentiary too accessible. More population is going to be the crying need of our country just as soon as the first dislocation of things in connection with demobilization has been surmounted, and in this connection attention might well be turned to the wastage in man and woman power which occurs through a faulty, slipshod and red-tape administration of so-called "justice" to those who stand charged with breaking the law.

Of all the public institutions which come under federal, provincial and city government, I venture to say, after first-hand observations for several years as a journalist, that there is none that does less credit to our vaunted democratic and liberty-giving constitution than the criminal law court. The civil courts have their anomalies and delays, but they do not hurt and destroy good human material as do the police and recorders' courts.

The most serious count in this indictment is that it is the administration of the lower courts with which one must most find fault, which means that the trivial offender is the sufferer. The man who has committed murder, arson, or cracked a crib worth \$10,000 will have his case well sifted, and delay will mean little or nothing to the man who is to be hanged or go to the "pen" for ten years. But the youth who is charged with the theft of twenty-five dollars' worth of goods from his employer, or the careless young woman who is charged with street loitering on the word of a policeman, enters an atmosphere from which it is impossible to escape for several weeks in the mere process of trial, and it occasionally happens that after such an experience the supposed offender is discharged as not guilty, after having spent three or four weeks in jail through lack of \$100 or a friend to furnish bail. This means that the people of Canada are every year contaminating a certain number of young people by bringing them into contact with the vicious jail environment, which invariably leaves an indelible impression and undoubtedly paves the way for a career of crime.

At a time when the police systems of Montreal and Toronto are very much before the public, it is well to recall the fact that these men are invested with a tremendous power to wreck the lives of young—and generally helpless—citizens by wrongful arrest. A glance at the penal statistics of penal institutions for the Province of Quebec in the last normal year (1914) shows this astounding admission:

"Number of prisoners released without trial—3,399."

The police are wanted by the public to protect and not to hurt them. An efficient chief of police will keep down the number of arrests in relation to the number of convictions. Moreover, the word of a policeman is no more worthy than that of an average citizen, though I have seen cases where a magistrate preferred it even against two perfectly reputable and disinterested witnesses. This matter of police testimony is one that should be particularly challenged by women on behalf of their sex, and now that women are entering into public life, it is to be hoped that some of their organizations will take up this phase of life—the penal—and send some of their representatives into police and criminal courts to guard the interests of their sex. Again and again have I seen a recorder's court with say fifty men—judge, lawyers, police, press, and curious loafers—all watching the process of a woman or young girl charged with soliciting, and not another woman in the place.

But while the delays referred to in the foregoing inflict suffering upon the accused, the hasty methods in certain of the lower courts are equally or more injurious in their effect. The testimony of J. Walter Curry, K.C., ex-Crown attorney of Toronto, as reported recently in the Toronto Sunday World, was very explicit on this point. "Damnable is the only epithet I can apply to the methods of the Toronto police court. Hurry is the keynote, and I am convinced that scores of innocent persons go yearly to jail as victims of a hasty application of justice."

What Mr. Curry said of Toronto applies also to Montreal, where the situation is even more complicated by the bilingual conditions, resulting sometimes in misunderstanding of circumstances and statement. This sort of thing bears hardly upon the first offender, and it is in this way that the criminal career opens to many who could be saved from going to jail by the adoption of certain reforms. There is a crying need in these courts for a public advocate for the accused and for a probation officer. Upon an accused person being able to swear to having no means, he (or she) should have the services of such a lawyer, for the lack of legal defence is responsible for many a young person going to jail. It is the old jail-bird who pleads "not guilty," but the first offender more often says, "guilty, but . . ." whereupon the Clerk of the Court gives the cue by saying, "Then you want to plead 'Not Guilty.'" Since it is just as much in the public interest that men and women should not go to prison if good brains can prove their defence, why should not the country bear that cost along with the cost of the Crown prosecutor or the Clerk of the Court? As to the probation officer, he (or she) could do good service in making enquiries as to home conditions and other circumstances which would assist the court in adjudging certain cases. The principle has already been admitted by the State in the appointment of a Dominion Parole Officer and of probation officers in the Juvenile Court.

Another grave defect in the criminal system as it touches the lower courts is the lack of facilities for the poor to pay fines. In no case is the old sneer, "One law for the rich and another for the poor," more exemplified. The mere accident of poverty cannot in a really democratic state cause differentiation betwixt the rich and the poor law-breaker. The remedy has been found in Great Britain, where legislation shortly before the war empowered magistrates to allow given periods of time for the payment of fines; with the happy result that the committals to jail very sensibly decreased for certain classes of offences.

Further, the complexities of modern life have produced many new possibilities in the way of law-breaking—such offences as automobile scorching—which, while they come into the police courts, scarcely deserve to be placed side by side with black crimes. For this reason it is desirable that law-breaking should be so classified that certain cases could be relegated to a special court. If prohibition really rids us of "drunks," all the better; otherwise I would suggest an early morning court between six and eight to try these cases, so that a day's work need not be lost. And here let me put in a word for our sailors,

Continued on page 163.

The Chemist and His Part in Canada's Industry

T. LINSEY CROSSLEY, M.Sc., C.E.

The story was told in a recent magazine of a negro who was asked whether he would enlist in the infantry or the cavalry. "Ise gwine to jine the infamy. When de general give me de order for retreat, I don't want ter be bodered with no boss." Up to a regrettably recent date the view of many manufacturers was very similar with reference to the chemist. When things were going well, they didn't need him, and when there was need to curtail expenses they didn't want to be saddled with the extra salary.

Owing to conditions existing up to the end of the nineteenth century, there may have been something to say for this theory. Profits were fair and labor comparatively cheap. For a short time that policy can be carried on. It has a historic precedent in the assassination of the auriferous goose. When competition is keen, labor high, and quality requirements exacting as they are today, much greater attention must be given to the little things. Slight deviations from the regular process by careless or ignorant help; attention to atmospheric conditions and temperature; detection of fake short cuts; exact specifications in tendering; all these at time have been the secrets of failure or success.

We can consider the industrial chemist as being concerned in three functions: control of plant and process; detection of fraud or fake; assisting in the activities for new business.

In certain industries simple forms of test are employed, such as the determination of specific gravity by the use of the beaume hydrometer. Anyone can make such a test as far as manipulation goes. A glass spindle weighted with mercury or shot, having a bulb at the lower end, and a printed scale on the side, is floated on the liquid to be tested and the point on the scale which is at the surface of the water is read off.

Let us look at this test. It is based on the principle enunciated by Archimedes that "the apparent loss of weight of a body immersed in a fluid is equal to the weight of the fluid displaced." Water is the standard fluid. It is said to have a gravity of 1.

When substances are dissolved in water, any state volume of it will weigh more than the same volume of pure water. A substance, sinking in a solution of salt, for example, would displace its own weight of the solution, which would be less in volume. It would not sink so far. Hence several forms of floating spindles, called hydrometers, have been devised to show specific gravity, that is the weight of a body compared with the weight of an equal volume of water.

The operator fills a jar of sufficient depth and the hydrometer is floated in it. When it comes to rest the reading is taken, very simple, but not so simple as it looks. Temperature makes a great deal of difference; the angle at which the observation is made; the presence of foreign matters on the stem above the surface. All these things require knowledge beyond the mere manipulation. Many plants have relied on this form of test in the hands of uneducated help. The results so obtained were probably "nearly" right, but could not be depended upon to give the exact information demanded to-day. We knew of one case where a wily man who had charge of the making of a certain liquor, used to add a little salt to his test when it was low. The superintendent depended on this test and looked in once or twice a day. The faked test got by and troubles, were rampant until someone caught the faker. The test would give the same reading with a solution of anything that had the same specific gravity. That plant shortly afterward engaged a chemist.

Almost every form of routine chemical test might be performed by an intelligent boy, but it is absolutely necessary for correct results that the manipulator be controlled by some one with a fair working knowledge of chemistry and physics.

These subjects are on the curricula of our schools, but how many men may be met who think it rather a joke to say, "We had chemistry in school but I've forgotten all I ever learned." This is a serious indictment for his teacher. A recent letter from the head of a large firm indicated that he was ignorant of the fact that soda ash was alkaline.

or even of the meaning of that term. His ignorance materialized itself into a large number of dollars.

Many fakes deceive even the faker. Most of these violate the law of the conservation of energy, for instance, one which was perpetrated on a plant which actually had a chemist. The scheme was very simple and the manager was a university graduate who remembered just enough chemistry to become an easy victim. This was the idea. Hydrogen and oxygen when burned together in the right proportions give a flame producing intense heat. Water consists of hydrogen and oxygen in exactly the right proportions. When water vapor is heated to a high temperature it is broken up into its constituents. Good. We have a fire burning under our steam boiler with forced draft. It develops intense heat; enough to break up water into its parts. We introduce a jet of steam at the point of greatest intensity of heat, break it up into its parts, the hydrogen and oxygen are burned under the boiler and coal is saved. So our manager bought a fire brick affair, placed it in the fire box and got the pipe-fitter to connect it up. The chemist noticed the curious contrivance one day and was given the explanation. It made him feel neglected because he could have earned two or three months salary by informing the manager that "e nihil nihil fit" was still in operation. The water vapor consumed as much heat to break it into constituents as was later given out in their reunion.

We give these two instances in detail as being typical of the pitfalls into which even the wise may stumble.

The chemist is not a magician. His mission is to apply common sense and experience to certain facts belonging to a class of phenomena which he has had the opportunity to observe. He only contributes to the general well being certain specialized knowledge.

The engineer, bookkeeper, electrician, millwright and foreman are of equal importance. The chemist without the others would be like a half-back without a scrimmage.

We have had a look at the working chemist's functions in a plant. Our text is really concerned with a wider view.

The chemist has made Canada the pioneer in the carbide industry. From carbide the chemist is to-day making cyanamide in Canada, from the only plant operating in North America, using the nitrogen which constitutes eighty per cent. of the air we breathe. From cyanamide, ammonia and nitric acid can be made for our fertilizers and explosives.

The metallurgical chemist has made Canada the premier nickel producer of the world, not of course neglecting to give due credit to Providence for placing the nickel and producing the chemist.

The work of the chemist in the past has been at times spectacular and will be so doubtless frequently in the future. The same may be said of the electrician, the engineer, or the auditor. The trouble has often been that the chemist is expected to function in the way that Nebuchadnezzar expected of his wise men, and we have few Daniels.

The chemist does not advertise himself. When a Philadelphia cobbler discovers a method for utilizing ashes for fuel, or an Adirondack prospector discovers a method for finding "green" gold, there are large type write-ups, but when Gayley, after working eighteen years on the question of water in the air used for blast furnaces, was able to remove this water, and saved the American Iron and Steel industry some fifteen or thirty million dollars a year, mighty few people outside the industry heard of it. His method is illuminating and of general application. He put accurate men to work getting exact information about everyday occurrences and did it for five years. He found that in February the air he was putting into his blast contained were about two barrels of water per hour and that in June he might have five barrels of water in the same time. To remove this water from 40,000 cubic feet of air per minute was his problem and he solved it after eighteen years. As a result his blast furnaces produced 15% more metal with 15% less fuel. Ye Cobblers!

How many people know who made Canadian oil marketable. Herman Frasch did, and he did it thus: first he

THE CHEMIST AND HIS PART—Continued

bought a Canadian refinery, then he worked it for two years, then he applied for a patent. When the Standard Oil Company started on his process they were paying 7% dividends, when his process was well established they were paying 40% on a capital of one hundred million and crude oil in Ohio had risen from 14 cents to \$1.00 per barrel. Ask the man in the street (much over-worked man) who Gayley, Frasch, Baekeland, Willson or Hyatt were and see whether they stand a show with the man who was to be a public benefactor by a method whereby a bucket of snow might be substituted for a scuttle of coal once a day.

Industrial economies are spectacular more in the aggregate than in the unit and are effected by patient, careful, accurate everyday plodding.

Accurate data only, are the means for great deductions. And here is where the chemist can do his best work.

Canada with a population density of about two persons per square mile would naturally be an agricultural country. Yet Canada has been exporting fertilizer material from the waste products of the animal industry of her seven million people. The excess of exports over imports in fertilizer for five years up to 1916 was seven million dollars. A dollar's worth of properly placed fertilizer is worth about five dollars in food. Thirty-five million dollars worth of extra food might have helped quite a little in our food supply.

There is one very pressing need if Canada is to get from her chemists what they can give her in service, that is, the men who employ chemists, or those who work with them, must have a broader scientific education than they now get. There must be more practical primary education. As it is a very small percentage of the time spent in school by the average boy or girl is of any practical use in industrial life. Too much is attempted by induction and too little by education. This does not mean giving up languages, literature or music. All these are necessary in the life of a scientific man. Clear ideas of color and sound are most important. Clarity and terseness in speech are invaluable. These can be made part and parcel of the scientific work.

Grammar and composition are sciences. Exact thought and speech, made interesting to the child, will be of great use in his commercial life, and make his social life fuller and more profitable to the community.

It is difficult for the chemist to co-operate with men whose education has not taken account of physics or chemistry. A good illustration can be taken from an agricultural source. An American friend of mine has a farm in Nova Scotia. It is used as a summer colony by his family and is cared for by a local farmer. In one field potatoes have been grown. A short time ago my friend decided to see what could be done by up-to-date methods. He started in the potato field and after putting in a carefully studied supply of fertilizer and planting, great care was taken to keep the field clear of weeds and well cultivated. At the end of the season the field produced twice as many potatoes as ever before. My friend said to the farmer, "Well, what do you suppose gave us such a good crop, John?" "I guess it was a good year for potatoes," said John. That is typical of the way in which much of our natural resources are handled.

Haven't you heard lumbermen say, "This was a bad year for bush fires." Yet we all know the careless hunter, farmer or lumberman are the chief contributors to our bush fire losses.

There is a great future for the chemist in Canadian industries. Perhaps it would be just as well to say there are enough chemists in Canada now to secure a great future for her industries. Canadians outside of Ottawa paid little attention to the fact that the chemists of Canada held their first convention at Ottawa last spring. The discussions emphasized the fact that in addition to the chemists engaged in actual industrial plants, there are as many now in our universities busy with wonderfully exact appliances and much patient labor in determining cause and effect in problems affecting all our industries. The strength of

steel beams, rods and trusses; the resistance and limits of endurance in concrete; careful investigation of the imminent fuel question; utilization of resources; methods of exact analysis; endurance of paints and varnishes; food values and conservation; prevention of disease; domestic and public sanitation; all are under observation by our chemical and chemical engineering staffs at the university centres. Many of these men and women were loaned by these institutions to the Imperial Ministry of Munitions.

Since the war started we have produced, marketed and exported a number of articles hitherto thought to be only made in Germany.

Providence has been very generous to Canada in her fields, forests, water powers water ways, and mines. Our great need is that these shall be properly treated, not exploited for our own time only, but stewarded that many generations may enjoy the products that carelessness might dissipate in one or two.

The chemist can contribute only as he is a part of an organized whole; not a goose-step-verbatim-changing organization, but a national team for mutual service, that we may know the Truth which shall make us free.

WASTED MAN AND WOMAN POWER.

Continued from page 161.

who perhaps more than any other class of men may be excused for indulging when they get ashore. Sometimes they are treated by magistrates just as any other workman, though the departure of their ship means the loss of their job. To Sailors' Institutes and similar organizations I would commend the idea of deputing someone to look after their proteges in this respect.

In an area when kings and dynasties are being swept away, including King Alcohol, I have no hesitation in putting forward the following suggested reforms as being the most pressing in penal administration:—

- 1—A well organized and trustworthy police force, with police-women who will seek to help rather than to trap.
- 2—Greater effort to keep first offenders out of jail by providing free legal defence and probation officers in court.
- 3—Special courts for: (a) women; (b) infringement of by-laws.
- 4—Legislation allowing extension of time for payment of fines.
- 5—Open-air and farm jails and "pens," where the inmates will be treated in a way best calculated to restore them as useful citizens.

In the past six or seven years several attempts have been made in Montreal to turn public attention in the direction of these reforms. Three bodies have been at work. The Prisoners' Aid has worked for many years at assisting the man or woman issuing from jail and also in relieving their families. The Honor League has undertaken the same sort of ameliorative ministry on a wider scale, including the provision of a sheltering home. But several citizens, including the writer, have long entertained the opinion that an attempt should be made to work from the other end—that is to stop people being switched into jail instead of helping them when they come out. The National Prison Reform Prison Association has worked for legislative changes, and latterly there has been an effort made to coordinate these efforts in dealing with what really is one big problem.

Quite apart from any humane sentiment, this movement should commend itself to the business section of the community as calculated to save a serious wastage of human material, as well as money which is at present expended on the upkeep of our unproductive and ineffective penal establishments.

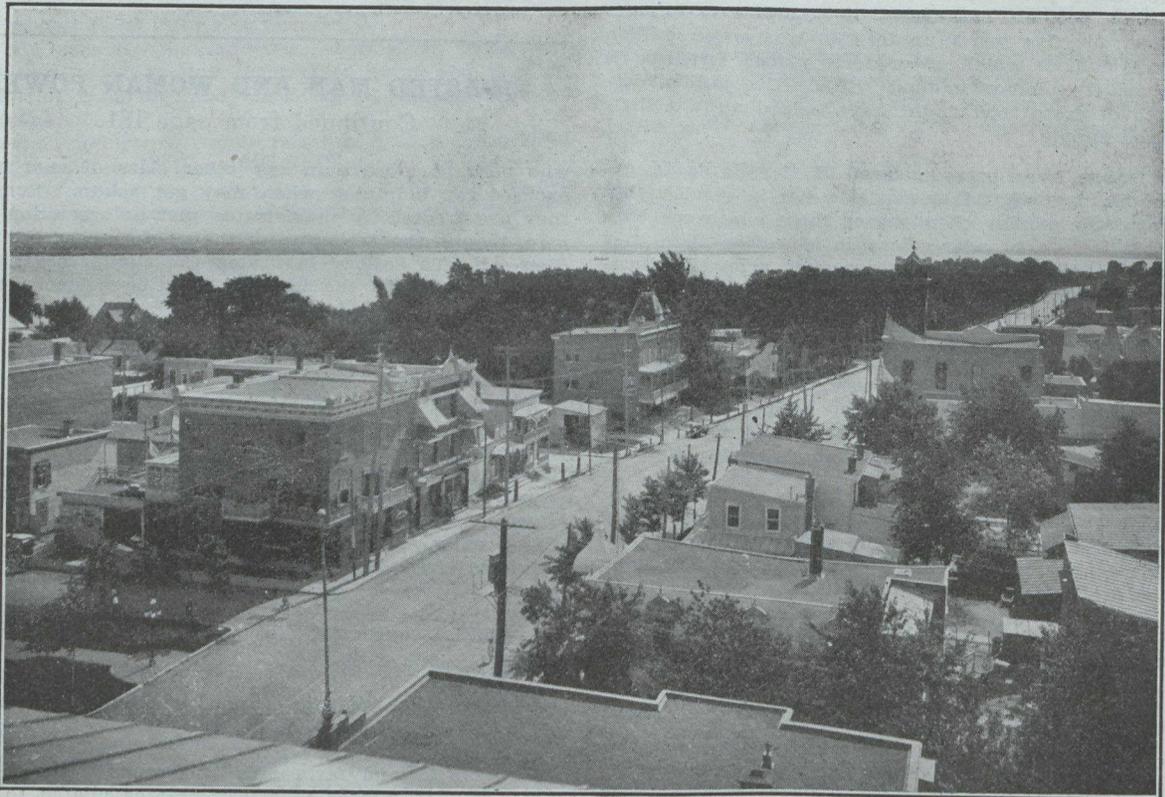
Pointe-Aux-Trembles P.Q.

About ten miles from Montreal is a bright little town beautifully situated on one of the best harbours of the national waterway of Canada — the River St. Lawrence. This town is known to fame, through the housing scheme inaugurated by its present mayor, Mr. Rosairo Prieur, as Pointe-aux-Trembles. The housing scheme itself has already been dealt with in an article that appeared in the August (1918) issue of this Journal, so that the present article will be confined to the potentiality of Pointe-aux-Trembles as an industrial centre.

Three factors are very necessary to-day to build up an industrial centre—FIRST, situation; SECOND, transportation facilities; THIRD, good living conditions for the workers. Pointe-aux-Trembles has all three. The first because of the sagacity of the founders of the town in locating on the most logical

centre of manufacturing plants and factories. The Montreal Harbour Commission, which is a federal body, finding the present harbour too small for the vast volume of shipping passing through the port, is already building towards the point on which Pointe-aux-Trembles is built, so that there is no doubt that within a decade the harbour in front of the town will be alive with wharves and shipping.

The local authorities, of course, know all this, and for some years past have, under the guidance of their very active mayor, been preparing for the new industrial and social conditions that are beginning to arise in the municipality. They have gone in for improvements that would be extravagant in some localities, but which in Pointe-aux-Trembles are warranted. They are necessary. All their streets are asphalted, and sidewalks concreted, their

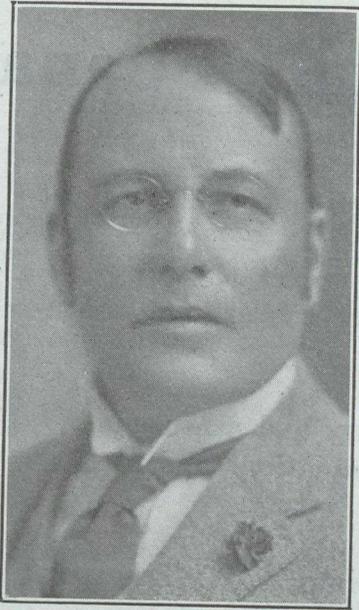


A scene in the town of Pointe-aux-Trembles, showing a part of Notre-Dame St. East, and St. Lawrence River.

spot on the Island of Montreal for manufacturing; the second by reason of Pointe-aux-Tremble's nearness to Montreal, with all the transportation facilities of the great commercial metropolis of Canada; and the third, owing to wise administration on the part of the local council, living conditions are infinitely better, and cheaper, than in the larger city. Pointe-aux-Trembles, from one end to the other, is well lighted, cleanly and sanitary. The citizens take pride in keeping their houses in good repair, in having their lawns well cut, and are not afraid to use a little paint on their doors, windows and flower boxes, with the result that the town looks prosperous—as it is. But in the rapid growth of industrialism that is now spreading itself over Eastern Canada, Pointe-aux-Trembles, owing to its geographical position, will soon become a very

lighting and sewage systems are up-to-date in the real sense of the term, and they have under way a water system which, when complete, will be one of the cheapest and best in Canada. They have so located their housing community, which is in almost the centre of the municipality, that however many factories or houses are erected, there can never be overcrowding of the workers—one of the curses of industrialism.

The tramway system of Montreal is by experts considered the best on this continent. This system covers the whole of the municipality of Pointe-aux-Trembles, so that every few minutes cars pass through the principal streets that take passengers in thirty minutes to the centre of Montreal. In addition, because of the splendid condition of the roads in and around the town, automobiles are very popu-

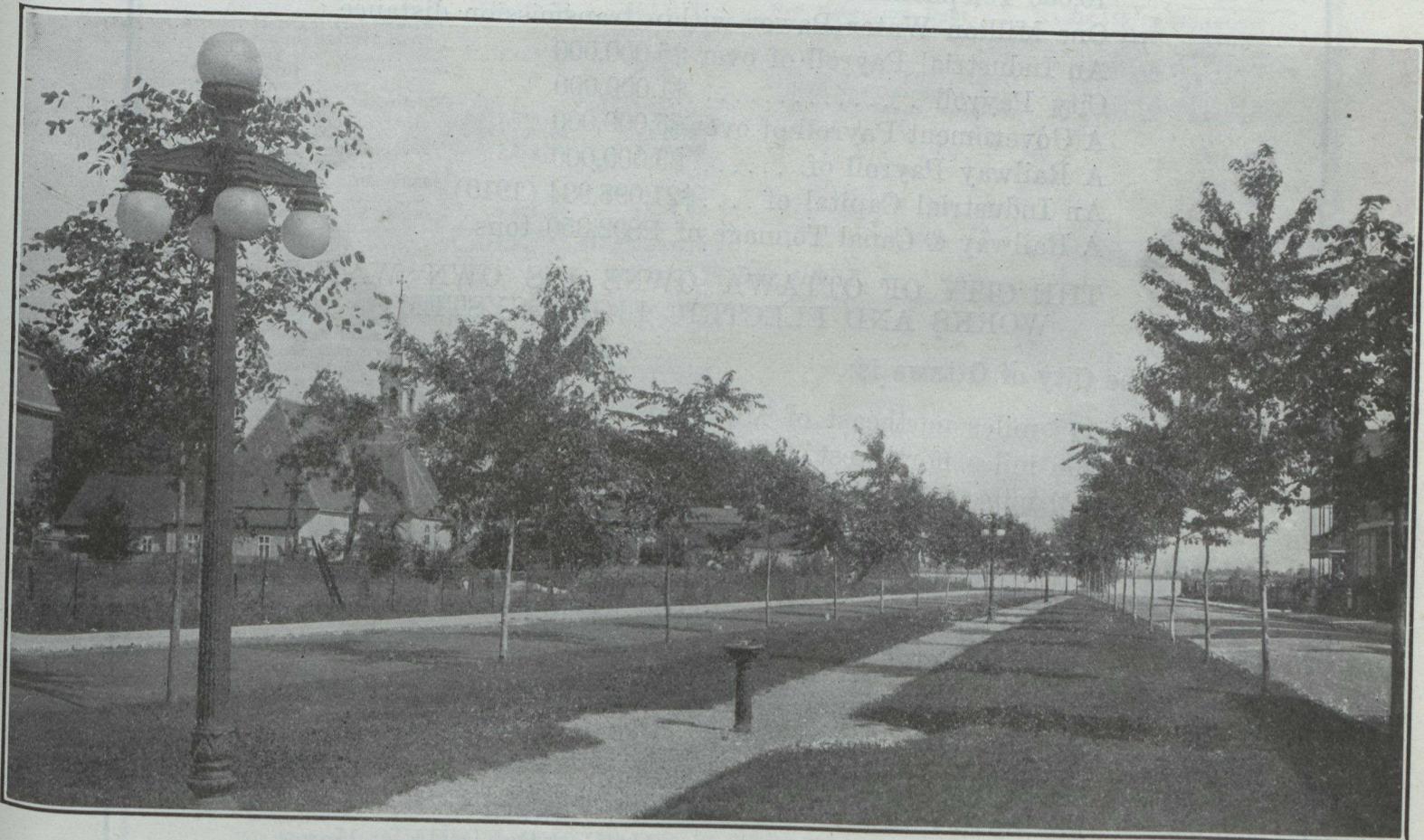


Mayor Prieur,
Pointe-aux-Trembles, P.Q.

was so low that a citizen could soon save the price of a machine. There is no doubt that the low rentals, low taxes and competitive facilities for getting food and clothing in Pointe-aux-Trembles have kept the cost of living down to fifty per cent. less than in many other Canadian centres. Educational facilities of the very best for both Catholics and Protestants are open to the children and the social life, both in winter and summer, is worth while.

As already pointed out, much of Pointe-aux-Trembles' present, and potential prosperity, is due to Mayor Prieur, who, when he located on the banks of the St. Lawrence sixteen years ago on the spot where his present home stands, determined to do his share in making the then sleepy village a place worth living in. He has more than succeeded in his efforts, thanks to the loyal support he has always received from his colleagues of the Town Council, which he became a member of twelve years ago. People speak of national pride; Mayor Prieur is a strong exponent of municipal pride as being the more practical, inasmuch as it touches the people more directly, and Pointe-aux-Trembles is a good example of Mayor Prieur's doctrine.

lar. It is computed that every fourth family owns an automobile, and the reason given was to make one pause and think. It was that the cost of living



One of the Boulevards in Pointe-aux-Trembles.

OTTAWA—The Capital of Canada

The City of Ottawa has:

- An Area of over 5,000 acres with 162 miles of well laid out streets.
- Over 20,000 houses, with a Population of 104,000.
- A Free Public Library, a Parliamentary Library and a Museum.
- 10 Colleges and one University.
- A Free Public Library, a Parliamentary and a Museum.
- 67 Churches (representing every denomination) and 24 Hospitals.
- 192 Separate Institutes.
- Nine Railways entering the City and eight Water Transport Lines.
- 84 Public Buildings, 19 Parliament Buildings, and 13 Public Parks.
- 47 miles of Electric Street Railway lines, with 88 cars daily.
- 55 miles Paved Streets, 213 miles Concrete Walks, 185 miles Sewers.
- Five miles Whiteway Lighting.
- 38 Banks and Branches.
- 10,000 Telephones in use.
- One Million Water Power within transmission distance.
- An Industrial Payroll of over \$5,000,000
- City Payroll \$1,000,000
- A Government Payroll of over \$5,000,000
- A Railway Payroll of. \$3,000,000
- An Industrial Capital of \$21,098,994 (1910)
- A Railway & Canal Tonnage of 1,892,350 tons

THE CITY OF OTTAWA OWNS ITS OWN WATER WORKS AND ELECTRIC LIGHT SYSTEM.

The City of Ottawa is:

- 115 miles northeast of Montreal.
- 256 miles northwest of Toronto.
- 600 miles from New York.

The City of Ottawa is Progressive, as the following facts show:

	1915.	1918.
Bank Clearings	\$211,636,519	\$357,598,751
Building Permits	1,605,160	2,577,752

THE CITY OF OTTAWA OFFERS SPECIAL FACILITIES TO THE MANUFACTURER TO LOCATE IN THE DISTRICT.

For further Information, apply to—
H. L. CORBETT, City Treasurer. HAROLD FISHER, Mayor.

OTTAWA—The Capital of Canada

Consolidated Balance Sheet as at December 31st, 1918

CURRENT ASSETS.

	1917.	1918.
Active and Available.	\$420,831.83	\$371,550.29
Unpaid Taxes, Rates and Accounts	581,422.95	598,266.82
Advances on Construction	584,549.53	361,866.73
Unissued Debentures	145,000.00	720,000.00
Unsold Debentures	223,484.50
Total Current Assets ..	\$1,955,288.81	\$2,051,681.84
Hospital Grants Deficit ..	3,127.62	3,588.72
Street Watering Deficit	3,205.54

\$1,958,416.43 \$2,058,476.10

CAPITAL ASSETS.

	1917.	1918.
Fixed Assets:		
Lands, Buildings, Furniture, Equipment and Local Improvements	\$4,101,145.34	\$6,042,704.04
Public Schools and Collegiate Institute	2,047,280.85	2,064,505.85
Water Works System ...	3,925,930.94	4,005,549.71
		\$12,112,759.60
Less Depreciation	281,634.38
		\$11,831,125.22
Electric Light System ..	\$1,026,264.66	
Less Reserve for Depreciation ..	310,433.00	
	689,469.54	715,831.66
Stock, Nepean and North Gower and Bytown Road Company	1,412.58	1,412.58
Passive:		
Ratepayers' Share Local Improvements, uncollected	2,077,349.78	1,997,976.02
Bridges	375,208.58	334,470.28
Main Drains	777,310.02	1,044,200.07
Suspense Debit:		
Water Works Suspense Account ..	3.30	3.30
School Suspense Account ..	3,839.60	3,839.60
	\$13,998,950.53	\$15,928,858.73

DEBENTURE DEBT.

General Debt (including Local Improvements, ratepayers' share)		\$16,194,497.68
Less Water Works Debentures	\$3,348,560.67	
" Electric Light Debentures	700,000.00	
" Local Improvements (ratepayers' share)	2,819,399.66	
Total Sinking Fund (including Local Improvements) ..	\$4,089,913.78	
Less Electric Light, S.F.	\$154,010.62	
" Water Works, S.F.	571,011.41	
" Local Improvements S.F.	821,423.64	
	1,546,445.67	
	\$2,543,468.11	9,411,428.44
NET DEBENTURE DEBT		\$6,783,069.24
Value of Municipality's Assets \$15,000,000.		

OTTAWA'S TAXABLE VALUE.

Year.	Assessment.	Rate P.S.	Rate S.S.	Population.
1915	105,107,168	2.130	2.490	100,163
1916	111,028,756	1.93	2.31
1919	109,695,713	1.95	2.43	100,561
1918	111,322,235	2.06	2.485	101,549
1919	114,392,261	2.415	2.8	104,007

Real property is assessed for about 75% of market value.
Total value of exempt property for 1919 \$44,454,456.

PUBLIC UTILITIES OWNED BY OTTAWA.

	1914.	1915.	1916.	1917.	1918.
WATERWORKS:					
Income	392,174.60	406,698.20	389,414.93	430,955.29	482,968.65
Expenditure	487,921.04	414,959.66	360,582.05	384,509.14	420,490.21
ELECTRIC:					
Income	202,910.83	203,243.82	219,460.40	254,303.01	263,410.84
Expenditure	193,113.12	202,888.77	216,187.46	240,890.08	221,178.83

For further information respecting the City of Ottawa, apply—

H. L. CORBETT, City Treasurer.

HAROLD FISHER, Mayor.

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- (2) Form in which debentures should be issued to bring the best price.
- (3) Cost of printing bonds.
- (4) Bond Market conditions.

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Rest, \$16,000,000

Undivided Profits, \$1,901,613

Total Assets - - \$558,413,546.

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The Royal Bank of Canada

INCORPORATED 1869

Capital Authorized	\$25,000,000	Reserve and Undivided Profits	\$15,000,000
Capital Paid Up	14,000,000	Aggregate Assets	425,000,000

Head Office, Montreal

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 157 in Central Western Provinces;
 41 in British Columbia

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 PORTO RICO—San Juan and 2 other points
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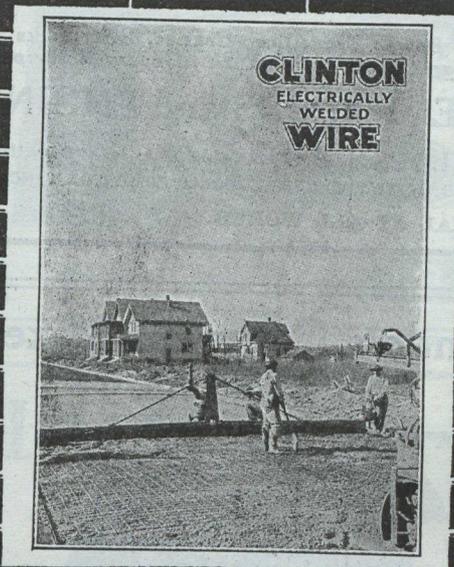
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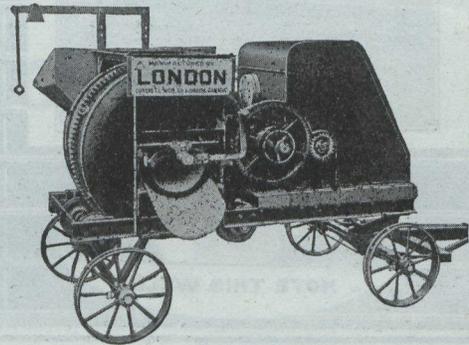
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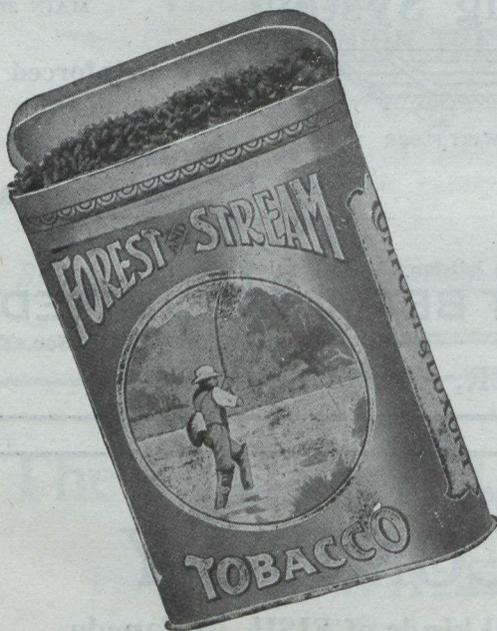
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