

clearance distance can then be lowered some four or five feet. This will lessen considerably the cost of overhead crossings, and make possible the construction of a great many that, because of location, have in the past, been impossible.

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GOVERNMENT-CONTROLLED HIGHWAYS.

Canadians have been giving much time to the question of the control of freight rates, the control of private corporations, the control of our lakes and rivers, but we have neglected Government control of highways.

In every Province of Canada new interest is being taken in the good roads movement. Highways engineers are being appointed, good roads literature is being distributed, but as yet no very far-reaching and definite public policy has been announced.

The Province of Ontario perhaps is leading in this movement. The divisional campaign inaugurated by Mr. A. W. Campbell years ago is bearing fruit. Even yet that Ontario's good road policy is left too much to local endeavor and local planning. Ontario pays one-third of the cost of good roads under certain conditions. Here and there throughout the Province we have patches and sections of suitable roadway, but it does seem unfortunate that the Province has not assumed control of leading highways and constructed them as Government roadways.

In New York, the State, county and township pay in the ratio of 50, 35 and 15 per cent., respectively. This makes it possible for the working out of comprehensive road schemes.

Canada will not have much success with her good road problem until a great deal of the local option features of her present method of improvement are eliminated.

STANDARDIZE THE CATALOGUES.

The "Mining World" has published a series of articles on the question of standard size for books and trade catalogues. A uniform size in books, catalogues and magazines would be a matter of considerable saving to the purchaser, and in the case of catalogues to the publisher.

If one looks over a stack of catalogues he will be forced to notice the ununiform appearance of the stack. Instead of carefully arranging them for reference and future use he throws them away in disgust because of the great difficulty he would have in properly shelving and arranging, believing it easier and cheaper to write for new catalogues than to arrange shelves for so many sizes.

Some years ago the American technical societies, through committees, agreed on a suitable and convenient size for publications of this class. It would be well if our large manufacturing concerns, which produce so many valuable catalogues, would adopt these sizes, and in that way encourage the engineer, the architect and the contractor to file their publications, and thus reduce large printing bills.

PERSONAL GUARANTEE.

With the passing of the new insurance bill at Ottawa a number of companies doing business in Canada as accident and guarantee companies will be permitted to write contractors' guarantees.

In the past many contractors have asked their personal friends to sign their bonds, apparently because the

number of companies doing this business was very limited, also because it was cheaper, and frequently because the contractor did not know where it was possible to secure guarantee.

Many men dislike asking their friends to go bond for them. Many more men dislike going bonds for their friends. The change in the situation in Canada, brought about by the new Insurance Act, will so widen the field, so increase the number of companies doing business that the contractor will have little excuse for calling upon his friends to bond him.

With the most of us the liquidating of our own liabilities is sufficient work; when we add to this the burden of our friends, we, indeed, place a heavy handicap upon our efforts.

The man who refuses to go bond for an acquaintance saves himself a lot of worry, and the contractor who makes use of the industrial company for his surety will retain his many friends.

EDITORIAL NOTES.

The Canadian Electrical Association will hold their annual convention at the Royal Muskoka Hotel, Muskoka Lakes, on July 6th, 7th and 8th. A very interesting programme has been arranged, and some of the leaders in the electrical industry and the most prominent men (electrical engineers) in the United States and Canada will be present. In addition to the papers and discussions, the attendants at this convention will have an opportunity for a most pleasant holiday.

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The Forestry Committee of the Conservation Commission have recommended that the Railway Act be amended so that the railway companies shall be liable to a fine of \$1,000 when it is proven before two justices of the peace that from their engines forest fires have started. They also recommend that the Government railway retains a staff of forests and transport from the provincial forest rangers.

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The Dominion Minister of Railways in bringing down the railway subsidies did not add any new grants, his motion only including re-votes. The total mileage subsidized by the resolutions was 3,277 miles. These subsidies run out in two years unless construction is started within that time. The most important line affected is the two hundred mile line to the N.T.R. from Montreal, Que.

EXTENSIVE CONTRACTS GO TO WIRE AND CABLE COMPANY.

Large orders for lead-covered, paper-insulated telephone cable have recently been placed with The Wire & Cable Company of Montreal, P.Q., by the Saskatchewan Government and the City of Edmonton, The Manitoba and Alberta Governments and the City of Fort William have also placed similar contracts.

THE ADVISORY CHEMICAL ENGINEER.

Several years ago the president of the Massachusetts Institute of Technology said to his students: "The day is not far distant when the engineering profession will find its service as much in demand and in an analogous advisory capacity to an established clientele as those of the legal profession."

The day has come. Manufacturers do not now ask for advice only when new work is contemplated, but realize the