

done so much to improve the design, increase the safety and add to the beauty of our highway bridges.

As we said before, the Engineering Division of the Department of Public Works, although a small body of men, have done excellent service for the Province, but to undertake this new work it would require the organizing and maintaining of a large staff of designers and inspectors, who, following in the footsteps of the average man when placed on salary, with no incentive for improved work, excepting the sting of his own conscience, drifts along, would spend more time shirking work than laboring for better methods of solving familiar problems.

Nothing will be gained by this centralization scheme. The Province of Ontario will not be likely to secure, on the staff of the Department, specialists in this work. In the past, the counties have had at their disposal the services of a number of engineers who have made this work their particular study. These men have too much initiative and originality to accept the small remuneration usually offered for junior positions in Government services.

The people are interested in this measure, but so is the engineering profession. To the engineering profession a measure of this kind would have much the same relation to their profession as the patent medicine manufacturer to the medicine profession. The Canadian Society of Civil Engineers and the Engineers' Club should carefully consider this measure and have some considerable say in its final disposition.

TORONTO STREET RAILWAY AND THE STRIKE.

Following the Grand Trunk strike, the uneasiness among the employees of the Toronto Street Railway caused considerable anxiety as to the outcome of the conferences between the Street Railway and the employees.

When the Railway refused to accede to the demands of the men, a Board of Conciliation was appointed, and although, at first, it appeared as if their labors would be useless, yet after much effort on the part of the Chairman of the Board, the Railway and the men agreed on the following schedule. The present rate and rate asked by the men is also given:—

	Present Rate.	Asked by Men.	Granted in Report.
Motormen and Conductors—			
First year	20	25	21
Second year	22	28	23
Third year and after...	23½	28	25
Shedmen—			
Foremen	25
Assistants	21	25	22
Car washers	20	25	21
Motor and Track Repairmen—			
First year	20	25	21
Second year	22	28	23
Third year and after...	23½	28	25

The agreement is to remain in effect for two years, as requested by the men.

But in this new arrangement there will be added to the Street Railway expenses \$83,000 annually.

Taking the Railway figures for 1909, this will represent almost one-half of their net earnings, but if the increase in net earnings of 1910 over 1909 are in the same

proportion as the increase of 1909 over 1908 it will not represent one-half of the net increase.

In addition to the salary increases mentioned in the above schedule there were some seventeen other terms of the agreement, each of which more clearly defined than in the past, the position of the men and the character of the improvements required of the Company, but the one matter which was the cause of some considerable dissatisfaction was that referring to the hours men had to lose in waiting for their runs. No definite arrangements were reached other than that the general manager promised to do what he could to make it easier for the men to get in their ten hours' time without losing so many hours waiting for their run.

AGAINST PRISON LABOR.

For some months the Provincial Government has been utilizing upon the highways of some of the northern townships prison labor. Recently, a largely-signed petition was sent to the Department of Public Works for Ontario in which the petitioners objected to the use of prison labor for this purpose. The petition read as follows:—

"We, the undersigned citizens of Temiskaming, hereby protest against the utilization of prison labor in competition with free labor on the roads of Porcupine and Matheson, and earnestly request its discontinuance, as we believe such a proceeding to be derogatory to the ethics and interests of a civilized and liberty-loving country."

It is not expected that the petition will lead to the withdrawing of these laborers from the road nor to a change of policy on the part of the Government. There are about ninety prisoners now at work on the roads operating from two camps, and the men much prefer the outdoor life, even if the work is harder, than the confinement of the county jails, and the county officials are of the opinion that this treatment of the lesser offenders will be more reformatory.

EDITORIAL NOTE.

Up to August 14th Winnipeg's building permits for the year amounted to over \$11,000,000.

UNION OF CANADIAN MUNICIPALITIES.

Programme of Tenth Annual Convention, City Hall, Toronto. The Union of Canadian Municipalities hold their annual meeting at Toronto, Ont., August 31st, September 1st and 2nd, 1910.

We give herewith an abbreviated programme. A large attendance is expected.

Wednesday, August 31st.

10.00 a.m.

Delegates will register their name and address.

2.00 p.m.

Convention opens.

Address of welcome, by His Worship, G. R. Geary, Esq., K.C., Mayor of Toronto, Ont.

Reply on behalf of the visiting delegates, by His Worship Hon. J. J. Guerin, M.D., C.M., Mayor of Montreal, Que.

Presidential address, by His Worship, W. Sanford Evans, Esq., Mayor of Winnipeg, Man.