

accommodation double the present trackage were required; for the few days or weeks in midsummer, when the drain on the water supply is great, the citizen expects the water system to be large enough to stand the extra demand, having no regard to the large additional cost that would be entailed to install a plant with such capacity.

Public impatience, with many public service corporations, has led to the present cry for public ownership. Public ownership cannot be until the public can own, and it takes years of development and growth before municipalities can secure the money or the financial backing that will make possible such enterprises. The community in its impatience for public ownership have frequently worked themselves to a frenzy against service corporations, and, while they were not themselves able to carry on the works which they might require, they made it impossible for those who could to provide funds to invest in undertakings in the town which would add to the comfort and convenience of the community.

Public impatience is neither all good nor all bad, and it is in the guiding of this public unrest that municipal leaders and officials show their wisdom.

WAR?

(Fred. W. Field, in the Monetary Times.)

That tariff war would be unwelcome is obvious. That it will hurt most the United States is equally so. Our neighbors cannot afford to look at the Dominion through the same spectacles as they did twenty years ago. Canada has changed from the seeker to the sought; from the solicitor to the dictator. In other words, we fully appreciate the potentialities and possibilities of our market. Germany, now that it has thrown aside official pride, seeks our trade. In return, Canada finds a market with a wider door. France affords another opening, and so shortly will Italy. Most important, perhaps, Great Britain has decided to mitigate commercial belatedness by making a bold and businesslike bid for a larger share of our import trade. These are but a few of the considerations which must be weighed well before President Taft declares business war.

EDITORIAL NOTES.

In this issue will be found an interesting contribution by Mr. Peter Gillespie, B.A.Sc., lecturer in Materials of Construction in the Faculty of Applied Science, Toronto University.

Mr. Gillespie has given considerable study to the question of concrete, plain and reinforced, and the series of experiments which he carried out, the results of which he gives in this paper, will be of considerable interest to designers of structures where concrete is used.

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As an appendix to the report of the Commissioners on Highways for 1910 the Ontario Government has issued a pamphlet, entitled "Regulations Respecting Highways." In addition to containing information as to the system to be followed by municipalities coming under the "Good Roads Act," it gives specifications for grading and material. It is a very useful publication to those interested in good roads.

The enquiry into certain mechanism on board H.M.S. "Invincible," which was discussed in the House of Commons in England recently, indicated that the engineers were not as familiar with electrical design and installation as with the hydraulic gear so long used. We do not draw attention to this for the purpose of discussing the relative merits of electricity and hydraulic equipment, but rather to note that any new system introduced on a large scale must be thoroughly tested, and the workmen must be familiar with the installation before good results will be secured. It will be surprising if electricity as a motive power on the different working parts of the man-of-war does not prove efficient.

CANADIAN CEMENT AND CONCRETE ASSOCIATION.

Executive Headquarters—Tecumseh Hotel.

The second annual Convention and Exhibition of the Canadian Cement and Concrete Association, to be held at London, Ont., March 28th to April 1st, 1910.

Convention—Board of Trade Chambers, Richmond Street.
Exhibition—Princess Rink.

**Convention Programme (Part I.), Monday, March 28th, 1910.
7.30 o'Clock p.m.**

Formal opening of the Exhibition in Princess Rink by Mayor Beattie, of London, Ont.

This evening is reserved for the special reception of the citizens of London by the officers and members of the Association.

Note.—Many of the papers will be illustrated by projection lantern.

Tuesday, March 29th, 2.30 o'Clock p.m.

Annual Address by the President.—Peter Gillespie, Lecturer in Theory of Construction, University of Toronto.

Concrete Construction.—Cecil B. Smith, of Smith, Kerry & Chace, Consulting Engineers, Toronto, Ont.

The Use of Concrete in Dwelling-House Architecture.—Ernest Welby, Architect, Detroit, Mich. (Paper to be read by Secretary.)

Waterproofing of Concrete.—R. A. Plumb, Chemist, Detroit, Mich.

Tuesday, March 29th, 8 o'Clock p.m.

The Use of Cement in Architecture.—F. S. Baker, President, Royal Architectural Institute of Canada, Toronto, Ont.

What Concrete Means to the Farmer.—Percy H. Wilson, Secretary of the Association of American Portland Cement Manufacturers, Philadelphia, Pa.

Inexpensive Homes of Concrete.—Milton Dana Morrill, Architect, Washington, D.C. (Paper to be read by the Secretary.)

Wednesday, March 30th, 10.30 o'Clock a.m.

Discussion of Proposed Standard Specifications.

Wednesday, March 30th 2.30 o'Clock p.m.

Concrete Bridges.—A. W. Connor, of Bowman & Connor, Consulting Engineers, Toronto, Ont.

An Analysis of Concrete Bridge Failures.—C. R. Young, of Barber & Young, Bridge and Structural Engineers, Toronto, Ont.

Concrete Roadway Construction.—C. W. Boynton, Chief Inspecting Engineer, Universal Portland Cement Company, Chicago, Ill.

Concrete.—James Bell, of Bell & McCubbin, Civil Engineers, St. Thomas, Ont.

Wednesday, March 30th, 8 o'Clock p.m.

The Engineer and the Finished Work.—A. W. Campbell, Deputy Minister of Railways and Canals, Ottawa, Ont.