

Editorial

INTERESTING THE UNITED STATES IN CANADA.

Canada will no doubt have a tariff preference in all the markets of the British Empire after the war, and it seems reasonable to suppose that she will have at least a sympathetic preference in the countries that are allied with Great Britain. This will give Canada special opportunity for trade extension, particularly in the great empire of Russia.

According to Col. J. S. Dennis, president of the Canadian Society of Civil Engineers and assistant to the president of the Canadian Pacific Railway Co., these facts justify Canadians in extending an invitation to the people of the United States to establish more Canadian branches of United States industrial concerns, and to invest their money in the development of Canadian resources.

Col. Dennis is well known in the United States as an exponent of Canadian opportunities. He has spoken there frequently, and is now engaged in delivering a series of ten addresses entitled "Your Neighbors on the North," which give a complete outline of Canadian opportunities and resources.

This is important work of a sort which should be taken up by more engineers, because Canada will be very largely dependent on the United States for capital for some years after the war, and the true facts concerning our forests, mines, railways, municipalities, etc., can very frequently be explained by engineers to hard-headed business men and investors in a manner more convincing than could be done by more fluent but less accurately informed orators.

MONTREAL AQUEDUCT COMMISSION.

In an editorial in our January 18th issue we suggested that Sir Frederick Williams-Taylor be appointed as the business man and chairman of the commission to investigate the conflicting aqueduct reports presented by the city engineer and the ratepaying engineers of Montreal, and that the Montreal city council appoint one of the two engineers and the Canadian Society of Civil Engineers the other.

Our attention has now been called to the fact that Mr. Mercier had recommended the appointment of Messrs. Beaudry Leman, Henry Holgate and H. E. Vautelet, with Mr. Leman as chairman.

When the above-mentioned editorial was written, it was not known that Mr. Mercier had made such definite recommendations. As was stated in that editorial, no official copy of the report was available,—only the Montreal newspaper report of abstracts from it,—and this newspaper report had merely stated that Mr. Mercier had recommended the appointment of two engineers and one business man. *The Canadian Engineer* did not know that Mr. Leman had been mentioned for the position, and it was not our intention that he be displaced by Sir Frederick Williams-Taylor. Sir Frederick's name was mentioned only because he is the head of the bank which is conducting the city's financial affairs, and he should, therefore, be most intimately acquainted with what the city can afford and with the amount they have spent in the past.

Mr. Leman would, no doubt, be quite satisfactory as chairman of the commission. As general manager of La Banque d'Hochelaga, he is undoubtedly familiar with Montreal's finances, and what information he lacks on account of his institution not being Montreal's official bank, would be made up by his engineering knowledge, as he is a B.Sc. of McGill University and of the University of Lille, France.

It is understood that the commission of three men, as recommended by Mr. Mercier, will really be appointed at an early date by the Board of Control. Either Sir Frederick Williams-Taylor or Mr. Leman should be a most satisfactory and open-minded chairman, but from the trend of affairs in Montreal at the present time, the commission may not include either of them.

The council of the Canadian Society of Civil Engineers should be permitted by the Board of Control to name one of the two remaining members of the commission, and Mr. Mercier should be asked to name the other.

CANADA'S RAILWAY PROBLEM.

W. F. Tye's paper on "Canada's Railway Problem and Its Solution," which has been presented to the Canadian Society of Civil Engineers, is a noteworthy contribution to Canadian economic and railway literature. It is far more than literature, however. It embodies great ideas, such as could have been evolved in a practical way only by a man of such vast experience and ripe judgment as Mr. Tye. Having been chief engineer of the Canadian Pacific Railway Company for many years, and with a long and varied engineering experience previously, Mr. Tye is unusually well qualified to discuss Canada's railway problem and its solution.

Mr. Tye undoubtedly has the detailed facts and figures on hand to back up all of his conclusions, and presumably would be willing to place them at the disposal of the properly constituted authorities when official attention is given to his article.

Mr. Tye's paper should not be merely read and filed. It should be a live issue on the desks of Canada's Railway Board and of every member of Canada's Cabinet and Commons.

The twenty-three recommendations and the causes leading up to them should be carefully studied, not only by every politician, but also by every responsible government official in Canada. No doubt some will disagree with Mr. Tye's recommendations, but nobody can deny that there is food for reflection in what he says, and that the digestion of his report by all members of the government will be of ultimate benefit to the public.

NATIONAL BUSINESS CONVENTION.

The proposed National Business Convention, of which much was heard last year, is, it seems, to take place after all. It has been postponed so often that the impression became general that the conference would not be held. Sir