

Mr. A. A. Maver: The subject of this paper is one of great interest to me, and it is also of great and first importance to all employees, not only in railways, but in industrial establishments of all kinds. It is also of interest to employees, and especially since the Employers' Liability Act has come into force, whereby the employer is held responsible, no matter how neglectful or careless the employee may have been in becoming injured. I was at a meeting in connection with "First Aid to the Injured," and one of our officials spoke on the subject of prevention. He said, "You gentlemen here have purposed to care for and give attention to the injured, but the greatest point of all is prevention"—and he brought in the old adage, "An ounce of prevention is worth a pound of cure." Safety first is prevention. I have noticed in connection with our works, and in the casualty reports which come before me, that the higher the intelligence of the employee the less injuries are sustained, but the lower the grade of intelligence the greater the number of injuries. This is particularly true in the case of our foreign labor, which men are generally of a very low order of intelligence. They are handicapped also by not speaking our language, and, in fact, have to be led out of danger by other employees. The great trouble is that their fellow-employees, who have more intelligence, give them credit of having an equal intelligence, and the result is they are often not warned as they should be. Mention is made in this paper of keeping torpedoes out of the hands of children. These torpedoes are used for the protection of trains during fogs or heavy snow storms, when the visual signals cannot be readily seen, the explosion warning the engineer of danger ahead. They are supposed to be removed from the locomotives when they are sent to the shop for repairs, but occasionally one is left on an engine, and it gets into the shop. It is gotten hold of by some inquisitive man, who sees in it an explosive of some kind, and who slyly puts it under a locomotive which may be moving in or out of the shop. As the wheels pass over it an explosion takes place, the metallic casing flies in all directions, and we have had some serious accidents from this cause; but it is always difficult to find out who put the torpedo on the rail. We had a case of one young man who wanted to hear what kind of a report a torpedo would make. He placed one on a piece of metal, got a hammer and struck it. He not only heard the report, but also had a very badly mutilated hand. This is all through ignorance, yet warning notices have been put up. It seems to me a duty on the part of our employees to point out to their fellow-employees where the danger exists. If this is done a great many accidents would be avoided.

CIVIL SERVICE COMMISSION.

Applications will be received by the Civil Service Commission for the following positions: A correspondence clerk in the Forestry Branch of the Department of the Interior, an assistant engineer in ore dressing and metallurgical division of the Mines Branch of the Department of Mines, twelve technical clerks for temporary employment in the Topographical Survey Branch of the Department of the Interior, and a draughtsman in the Forestry Branch with a knowledge of survey work and general drafting.

Application forms, properly filled in, must be filed in the Office of the Civil Service Commission, not later than the 26th May in the case of the first two and the last positions, and not later than the 19th May for the technical clerks in the Topographical Survey. Forms may be obtained from Wm. Foran, the Secretary of the Commission, Ottawa.

COAST TO COAST.

Ottawa, Ont.—Accompanying is a table showing the results of an analysis of the water supply about to be brought from Esquimalt, as determined by City Analyst Birch. At Elk Lake, "A"; Goldstream, "B"; Sooke Lake, "C"; Richardson Street spring, "D"; and Spring Ridge spring, "E":—

	Free Ammonia	Albuminoid Ammonia	Chlorine	Volatile Solid	Fixed Solids	Total Solids	Nitrates	Nitrates	Reaction
A . . . . .	.001	.012	.6	3.2	4.2	7.4	.00	.00	Neutral
B . . . . .	.001	.003	.5	1.5	2.5	4.0	.00	.00	Neutral
C . . . . .	.001	.008	.5	2.0	.4	2.4	.00	.00	Neutral
D . . . . .	.000	.001	1.3	6.0	8.5	14.5	.5	.00	Neutral
E . . . . .	.000	.003	4.2	12.5	25.0	37.5	.8	.00	Neutral

The first two columns are parts per 100,000, and the others in grains per gallon. From the standpoint of purity the albuminoid ammonia as determined from Wanklyn's process, gives the best idea of the purity or otherwise of the water from contamination, taking in view, of course, the amount of free ammonia and chlorine which would be found in excess in water fouled by excreta. That at Elk Lake is slightly lower than the British standard of 0.015; however, it is safer in this country with a higher percentage than in Britain on account of the less densely settled communities. Therefore, bad as Elk Lake supply has been in summer from the point of odor, it has practically no injurious effects, although last year at one time it was felt desirable for the board of health to issue a warning on the subject to the citizens about boiling it. The two city springs are, of course, remarkably pure.

Toronto, Ont.—The Toronto delegates attending the fifth National Conference on City Planning at Chicago have returned. The party consisted of Aldermen S. Morley Wickett and H. J. Anderson, Geo. Powell, Assistant City Engineer; Chas. E. Chambers, Parks Commissioner; Jas. C. Forman, Assessment Commissioner; Messrs. Dunington-Grubb, J. P. Hynes, and E. L. Riggs, of the Civic Guild, and Miss E. B. Neufeld, of the Central Neighborhood House. At the conference were 230 delegates, representing 53 American cities outside Chicago, and six Canadian cities. These composed the best authorities on the subject in America. A great development of the park and boulevard system is being carried out in Chicago. The parks in the city have been linked together by magnificent boulevards about 150 feet wide, splendidly paved and most efficiently maintained, and marked with a cleanliness which is most striking. In a huge semi-circle these driveways surround the city, and the base is formed by Michigan Boulevard. In all, there must be between 50 and 60 miles of continuous roadway. This was one of the most impressive works they had seen, stated Mr. Riggs, and pointed out that as the geographical situation of Toronto was practically the same as that of Chicago, the plan they are carrying out there could easily be adapted to our own city. This plan has been already outlined for Toronto by Parks Commissioner Chambers, who stated: "The boulevard system made us envious. Alderman Anderson and I are going to prepare reports on both these features to be submitted to Council soon, and in the hope that Toronto may do something along the same line." Mr. Chambers said that while nothing was known as yet to the choice for the 1914 convention, Toronto would likely be the convention city. Twenty-five cities sent invitations, but Toronto will get the convention. "If they come here we will