

forget these companies have grown up within the last thirty years. And the end is not yet.

The number of companies and the number of new stations is growing steadily. The business is being placed upon a more permanent basis than formerly. Users and companies are co-operating, and the number of stations and miles of line are almost sure to double within the next five years.

CONSERVATION OF NATURAL RESOURCES.

The last session of the Dominion Parliament authorized the appointment of a Commission on Natural Resources. That Commission has been appointed, and its personnel will meet with general approval.

The Commission will investigate, report and make recommendations, and the chairman, Hon. Clifford Sifton, will be the administrative head, and will be expected to see to the enforcing of the Commission's wishes.

The establishing of this Commission should lead to practical and immensely valuable results. A policy of conservation and utilization of our natural resources will be worked out and a permanent organization will, under governmental direction, give continuity and purpose to these plans.

The industrial and commercial prosperity of Canada depends on the conservation and utilization of Canada's natural resources; and it is well that the matter is receiving such attention.

EDITORIAL NOTE.

The value of the mineral output of British Columbia last year showed a decline. This was expected, since the price of metal was low in 1908. The figures are: 1907, \$25,882,560, and 1908, \$23,851,277.

CANADIAN TELEPHONE ASSOCIATION.

The third annual convention of the Canadian Independent Telephone Association, will take place in the City Hall, Toronto, on Wednesday, September 8th next, at 10 a.m. sharp.

The programme is as follows:—10 a.m., meeting called to order; address of welcome; reports.

Papers and addresses.—Independent Telephone Situation in Canada, by F. Dagger, Dr. Demers, T. R. Mayberry, M.L.A. Is the Telephone a Natural Monopoly? by F. Dagger. Good Construction. Proper Rates for Rural Service. Collections. Independent Telephones in Railway Stations, by C. Skinner. Exchange Directory, by Dr. Doan. Reasonable Toll Connection Relations. Good Operating. Forced Physical Connection.

THE AMERICAN MUNICIPALITIES CONVENTION.

The thirteenth annual convention of the League of American Municipalities opened in the Windsor Hotel, Montreal, Aug. 25th, under the presidency of the Hon. Silas Cook, Mayor of East St. Louis, Ill. About five hundred delegates and friends were present.

In the absence, through ill health, of Mayor Payette, the visiting delegates were welcomed to Montreal by Ald. Sadler, who, during discussion, defended the city against the imputation that it has the highest taxes in America.

The president, in his address, said the people at large did not know enough about the internal workings of their own city government. His experience convinced him that the first step towards exalting municipal conditions was to take the public into the governing body's confidence.

Mr. John McVicar, the secretary, claimed that the hand of the League was shown in the improvement in municipal

bookkeeping, civic annual reports and the extension of practical civil service.

Mr. Thomas J. Crittenden, Mayor of Kansas City, said he believed what was most needed was uniformity in civic affairs. He made a plea for lenient dealing with the drunkard and the youthful offender.

Dr. W. H. Atherton described the aims of the City Improvement League, which was, he said, designed to unite the efforts of all citizens seeking to make Montreal cleaner, healthier, more comfortable and more attractive. Their programme included a campaign of education, the teaching of citizenship to the young, and the formation of a federation of boys' clubs, with the view of making them realise the importance of public spirit.

PRESIDENTIAL ADDRESS.

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siderable risks if they think that silence is beneficial to their business interests. Even if it were true that in the earliest applications of the new system economic results had not been obtained equal to those realized in reciprocating engines which have been gradually improved during half a century, that circumstances should not be regarded as a bar to acceptance of a type of engine that admittedly possesses very great advantages in other ways, but should be regarded as an incentive to improvements that would secure greater economy of coal. The evidence available, however, does not confirm the adverse view, and those familiar with the facts do not admit its truth. One example may be cited as it affects the Canadian service. In June 1907 it was authoritatively stated that in the Allan Liner "Virginian" the reports which had been circulated respecting the excessive coal consumption were unfounded, that the vessel was making passages at speeds of $17\frac{5}{8}$ to $17\frac{3}{4}$ knots, as against the 17 knots estimated, and the rate of coal consumption was really about 1.4 lbs. per indicated horsepower which would have been required to attain this speed if the vessel had been fitted with reciprocating engines. This result compares well with the consumption in ordinary passenger steamers running at high speeds in proportion to their dimensions, although in large cargo steamers and vessels of the intermediate type, working under much easier conditions and at very low speeds, in proportion to dimensions, lower rates of consumption may be obtained. With these latter vessels the fair comparison is the combination system and not the pure turbine type which is adapted for high speeds.

The crowning triumph of the marine steam turbine up to the present time is to be found in the great Cunard steamships "Lusitania" and "Mauretania." The passages made this year by the latter ship since she was refitted have been marvellously regular, and the 25 knots average across the Atlantic, which was the maximum contemplated in the agreement between the Government and the Cunard Company, has been continuously exceeded. As one intimately concerned with the design of the "Mauretania," who has had large experience in ship design, has made a life-long study of the laws of steamship performance, and had the honour of serving on the committee which recommended the employment of turbines in these great ships, the writer ventures to assert that equal results could not possibly have been obtained with reciprocating engines in vessels of the same form and dimensions. Contrary opinions have been expressed, but they have been either based upon incorrect data or have omitted consideration of the fact that in vessels of such great engine-power it was necessary to have time to perfect the organization of the staff in order to secure uniform conditions of stoking and steamp reduction, and to bring the "human element" into a condition which would ensure the highest degree of efficiency in working the propelling apparatus. This necessity for time and training has been illustrated again and again in the case of new types of Transatlantic steamers, including some which held the record for speed prior to the