

design that shut off the view and make the street line unsightly.

In the same class may be placed the overhanging balconies. Frequently, they are built of wood, and when they become old are dangerous to those who occupy them and to those who pass under. Their position—commanding a good view of the street line—results in their being frequently loaded to the danger point.

Now that our banks, trust and land companies, and even our large stores are using overhanging cornices and coping stones as a means of exterior decoration they should be carefully inspected. The action of rain and frost tends to chip off sections, and even to move the large blocks from their setting.

### UNION OF CANADIAN MUNICIPALITIES.

The Union of Canadian Municipalities will hold their annual meeting this year at Medicine Hat, Alta., on July 26th, 27th and 28th.

The first day will be taken up with addresses of welcome and replies, and reports from officers and committees.

The second and third days will be devoted to discussions on Public Utility Commissions, Western Municipal Development, the Juvenile Delinquents' Act, Methods of Street Widening, and Water Filtration and Sewage Disposal Works.

### THE PRESERVATION OF IRON AND STEEL.

Associations have been organized, having for their object the preservation of our forests and water powers, and in our zeal for the "preservation of natural resources" we have neglected certain other material just as valuable, just as much used, and subject to as great a monetary loss.

It is a wonder more attention has not been given to the preservation of iron and steel. The annual production of pig-iron alone amounts to, in America, almost 250 million dollars, and the finished steel to many times this.

Such a vast outlay as is annually made for iron and steel should encourage study of methods of protection.

The corrosion of iron may be prevented by the manufacture of a metal which has a high resistance to corrosion; by applying protective coatings, which may be other metals, paints and oil, or bituminous materials, or by specially preparing and treating the surface.

The question is worthy of more study than it has been given.

### MR. LUMSDEN RETIRES.

Six years of work and worry, of exacting, hard work, and at times of thankless service, have led to the retirement of Mr. H. D. Lumsden, Chief Engineer of the eastern division of the National Transcontinental Railway.

Mr. Lumsden was a railway engineer of long and varied experience, having been one of the staff of engineers, who, under Sir Sanford Fleming, located the C.P.R. through the Yellow Head Pass some thirty years ago. Since then he has had to do with most of the important railway surveys of this country.

Mr. Gordon Grant, Mr. Lumsden's successor, is a member of the Canadian Society of Civil Engineers, and has had a long experience on railway work.

For the past few years he has been Inspecting Engineer for the Transcontinental Commission, and no man is in closer touch with the work on the grade, nor understands the condition of the various sections better than Mr. Grant.

His is a great honor, but the responsibility is also great. To take up an uncompleted task, to assume responsibility for work under way, and to avoid becoming the theme of parliamentary discussion will require great tact and tireless effort.

### EDITORIAL NOTES.

The railways have submitted a new freight tariff on coal to non-competitive points in Western Canada. This new schedule was prepared in response to the demands of the Associated Boards of Trade, but it is unsatisfactory, and opposition will be offered when the tariff is up for sanction before the Railway Board.

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The Canadian Civil Service Commissioners are now in charge of examinations and the appointments to certain Government positions. It remains to be seen whether difficult examinations and small pay will build up a more efficient civil service than the old method.

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A thoughtful critic, of long commercial experience in New York city, says: "The stock market has lately lost much of its reputation as a barometer. Formerly, it was the expression of thousands of the most bright and alert minds and their profoundest judgment as to coming events; lately it has been the expression of the opinions and desires of a few financial cliques and the brute financial force that they are able to exert, backed by a mob of followers more intent on their leaders' operations and the next move to be made by them than on the actual conditions, present or prospective."

Our supply of copies of the Canadian Engineer of March 19th, 1909, is exhausted. We will extend one month the subscription of any reader forwarding a copy to our Toronto office.

### EXHIBITORS AT WINNIPEG EXHIBITION.

The Brydges Engineering and Supply Company, had a most interesting display of internal combustion engines at the Winnipeg Industrial Exhibition last week. The plants on exhibition were a 6½ horse-power gasoline engine driving a patent high-speed pump, and a 6½ B. horse-power suction gas plant and engine, driving a Westinghouse dynamo. The suction plant is the smallest ever exhibited in America, and is creating general interest. It represents the latest development in English gas engine practice, and demonstrates the practical utility of this form of power even in the smallest sizes. The noticeable feature of this type of plant is the complete absence of smoke, everything combustible in the coal being turned into gas. Water troubles such as are found in steam boilers, are entirely eliminated. Producer gas is made by passing steam and air through a bed of incandescent fuel. In the suction plant all this is done by the engine itself, and the quantity of gas made is automatically regulated according to the varying load which is put on the engine. The outfit requires little attention, it being necessary to coal only once in three or four hours, and this operation is very simple, and only takes two or three minutes' time. As an evidence of the economical working of gas plants, it may be stated that the one on exhibition when running at full load, uses less than 6 lbs. of coal per hour. Under certain conditions the gas plant and engine is undoubtedly the cheapest form of power that can possibly be obtained. The excellent finish and massive design of the engines is a matter of general comment amongst the spectators.

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