

Channel tunnel will probably be made the subject of favorable legislation by the British government during the present year." Treating of bridge-building, reference is made to the bridge over the St. Lawrence at Quebec. "It will contain the largest single span ever erected, the main span over the river measuring 1,800 feet between the towers. . . . The floor system will accommodate two steam railway tracks, two electric car tracks, two highways for vehicles and two sidewalks." In house-building, armored concrete, i.e. a judicious distribution of steel rods with gravel and cement, because of greater tensional strength, appears designed to replace the massive steel column and plate girder. The Panama Canal project is mentioned as having passed the stage of preparation, and the actual work of digging will now begin.

Nothing could better illustrate the attention given to naval affairs than the fact that the war vessels assembled to be reviewed at Oyster Bay equalled in powers of attack and defence "the combined Russian and Japanese fleets that were engaged in the battle of the Sea of Japan." The British "Dreadnought" is given as the type of the future battleship, armed with 12-inch guns, driven by turbine engines, and developing a speed of 21 knots.

Wireless telegraphy has proved a failure so far as transoceanic work is concerned and the submarine cable still holds it own. "The lack of selectivity has brought about a state of affairs that borders on chaos, for only one or two stations in the active zone of radiation—and this often means a radius of a thousand miles—can send at the same time."

Regarding railroads, the *Scientific American* says that the steam locomotive for long distance service "still remains the most economical and convenient means of traction, and particularly for the working of heavy freight traffic." But for passenger service, for long distance, the electric car may yet replace the steam locomotive and succeed "in breaking up into smaller units the long ten and twelve-car trains of our present railway service."

For those who use electric illumination, it may be interesting to know that "if the promises which are held out by the inventors of metallic filament lamps are fulfilled we may soon witness the passing of the carbon filament bulb." It is claimed that thereby electric