We are all familiar with the progress made in campaigns to secure better housing, better factory conditions, better environment for employees, and protection from occupational diseases. We are also familiar with the tremendous strides in the anti-tuberculosis campaign, and the many exhibits used to educate the public along these lines. Many state health departments have travelling exhibits in charge of medical or technical men, which tour their states to give the public visible evidences of the results obtained from money they have expended.

Are we not lacking in the fulfilment of the highest objective of this association unless we endeavor by every means at our disposal to educate the general public as to the value of pure water? Are we not stultifying the influence of Mr. Johnson's paper if we confine it, for the most part, to the technical waterworks man? Should we not see to it that its contents are advertised broadcast as a good business proposition?

Let us suppose that graphic illustrations of the value of pure water were to be incorporated in every public health exhibit in the country; were to be made part of travelling exhibitions; to be incorporated by the boards of education in instructions given in school rooms, and disseminated by every educational medium—it would not be long before the demand for better water would be so insistent as to cover the entire country.

And, with the objective of creating this demand, on the part of the consumer, and thus offsetting the deleterious influence of the careless water vendor, and to support the technical waterworks man in the promulgation of higher standards of water supplies, this suggestion is offered: That this association appoint a committee to consider the feasibility of a joint board to consist of four members, one each appointed by the presidents of the American Water Works Association, the New England Water Works Association, the American Public Health Association and the Water Works Manufacturers' Association; these four men to appoint a publicity or press agent, who might well be one of the secretaries or editors of those associations, whose sole duty would be to spread the propaganda of better water supplies. There are many problems presented,-the cost of broadcast publicity at first would be prohibitive, but intensive advertising campaigns could easily be conducted in certain localities.

Sub-committees could be appointed to confer with various state departments of health, covering publicity in their territory. Other sub-committees could be appointed in some states, if necessary, to endeavor to secure legislative enactment to protect water supplies, and create an interest in the subject. Arrangements could be made with some of the larger private water companies to advertise steps they have taken to protect their supplies along the lines previously mentioned as having been undertaken by the Indianapolis Water Company. Other sub-committees could make arrangements with the boards of education, libraries and exhibits.

This is a tremendous undertaking, but unquestionably it is worth while. It is a campaign which would take years to properly cover the country, and it is not to be expected that the tangible results would be immediate. That the end to be accomplished is a good one is beyond dispute, and in aiding to spread the gospel of Pure Water this association will fulfil its highest function.

DEFICIENT RAILROAD FACILITIES.

Some striking statistics are contained in the majority report of the Railroad Inquiry Commission, signed by Sir Henry Drayton and Mr. A. M. Acworth, as to the lack of rolling stock and other facilities so far as Canadian railways, with the exception of the Canadian Pacific, are concerned. The effect of deficient railway facilities upon the country's business, it is pointed out, is very serious. It is best shown in a period of stress, whether the stress is due to traffic congestion or is the result of bad weather conditions.

"February last gives a good example," says the report. "The traffic was very heavy; embargoes were the rule and not the exception; weather conditions were worse than usual even in winter. The Grand Trunk had handled over the lines in its Ontario district in February, 1916, 318,532 cars. Last February it handled only 195,120. In its Eastern district in February, 1916, the company handled 210,914 cars; and in February of this year only 109,567 cars. This failure has occurred at a period when the demands on the country for food sup plies, munitions of war and other articles used by the Allied armies, are extremely heavy. The situation is one which calls loudly and insistently for an immediate remedy.

"In fairness to the Grand Trunk, it should be pointed out that congestion inevitably causes a falling off in the volume of traffic handled. Cars which are insistently re quired for the necessities of life, such as coal, perishable foods, live stock—and under present circumstances muritions—have at all hazards to be got forward. This necessitates greatly increased yard-work and switching. Preferential treatment of any one class of traffic always re tards the general movement, and so adds further to congestion.

"The Canadian Pacific is a well-organized line. Its movement also fell off in Eastern Canada. Its two districts probably most nearly comparable to the Grand Trunk's Eastern and Ontario Lines are its Ontario and Quebec Districts. In February, 1916, the Canadian Pacific handled in its Ontario district, 92,255 cars, and in 1917 only 80,414 cars. In its Quebec district it handled, in February, 1916, 130,045 cars, and in February, 1971, only 96,464 cars. The resultant percentage decreases are for the Grand Trunk in its Ontario division 39.37 per cent., and for the Canadian Pacific Railway in its Ontario district 15.58 per cent. For the Grand Trunk in its Eastern Division, and for the Canadian Pacific in Quebec district, the percentage decreases are 48.5 per cent. and 25.82 per cent. respectively.

"At a later page of this report we refer in another ection to the fact of the connection to the fact that the Intercolonial has no ter minals of its own at Montreal, but uses those of the Grand Trunk. The congestion of February was more a terminal congestion than a rail congestion, and the Intercolonial business out of Montreal was directly affected by the congestion of the Grand Trunk terminals. The Intercolonal movement in the First Division movement in the First Division out of Montreal in February, 1016, amounted to ruary, 1916, amounted to 25,446 cars, and for the same month in 1917, to 15,628 cars, a percentage decrease of 38.58 per cent. The lateral 38.58 per cent. The Intercolonial system, however, as whole, had a movement in Data whole, had a movement, in February, 1917, of 51,31 cars, as compared with 66 cars, as compared with 66,510 cars in February, 1917, of 51,5 a percentage decrease of sole cars in February, 11 the percentage decrease of only 22.83 per cent., while Grand Trunk for its entire system handled, in February, 1916, 652,358 cars, and in the 1916, 652,358 cars, and in the same period in 1917, 402,133 cars, a percentage decrease of 38.35 per cent.