

title to the property is to be thrown on the applicant for a contract, and extensive investigation is not necessary. The up-to-date manager would be capable of judging the advisability of the contract, and a single inspection of the property would be sufficient to satisfy him. The time element is not important, and his work could be so distributed as to make it least expensive.

For convenience of collection the water rental and the partial payments should be payable at the same place, the lessee being billed for the total and the utility holding the funding company responsible for the water rental. A simple card system of bookkeeping and a stenographer supplied with suitable letter forms for prodding the delinquents should accomplish the collections without great expense.

Whenever it is possible for the small property owner to improve his property without shouldering a hardship in the form of a big initial expenditure it will be easier to insist on sanitary improvements. The greatest argument against the condemnation of open vaults and unsafe wells will disappear. Laws designed to wipe out these breeders of disease will not be assailable on the grounds that they are confiscatory.

More widespread sanitary conditions mean increased use of water service. Without water service of the kind furnished by public utilities modern sanitation in a city is dependent on expensive private water installations. The extent to which sanitary conditions are obtained measures the extent of water service. The increase of one is invariably the increase of the other. For that well-established reason the object of this plan for increasing the number of water consumers along the lines of the utility is reached by the promotion of better sanitation, through the method of inducing the application of water service to localities that are without water service, and hence without sanitary methods of handling sewage.

There is no greater appeal to man than a plea for the preservation of his own health and that of his family. Nothing is more likely to prompt quick action than the forceful presentation of the dangers to health and life of unsanitary conditions.

Fundamentally, we all like to be clean. We appreciate and enjoy sanitary surroundings. We envy the convenience of sanitary bathrooms and closets, and it is no exaggeration to say that if those of us who have these conveniences were suddenly confronted with the necessity of giving up electric lights, gas, or water service, we would in nearly every instance sacrifice the other two conveniences before we would sacrifice the safety and convenience of water service.

Building restrictions alone are not responsible for the fact that nearly every home erected in this age is fitted for sanitary sewers and water service. Back of the code is public sentiment, demanding these conveniences as measures of health and safety. Why, then, are they not universally used? The answer is purely one of finances. Nothing is harder to obtain in the average city than sanitary plumbing and water service. No public convenience is harder for the little home-builder to obtain than water service. It is for the purpose of making it easy to obtain sanitary conditions in the home that the data herewith presented has been compiled. When the purchase of the equipment necessary to enjoy water service is made easier water service will be purchased by many more people than can now afford it; water utilities will profit by increased business, and the general health of the whole community will be bettered.

## CAN. SOC. C.E. SECRETARY TO VISIT WESTERN BRANCHES

Secretary Fraser S. Keith, of the Canadian Society of Civil Engineers, will leave Ottawa next Sunday evening, August 12th, for a visit to all of the western branches of the society. He will attend branch meetings as follows: Winnipeg, August 15th; Regina, August 17th; Moose Jaw, August 18th; Calgary, August 20th; Edmonton, August 22nd; Victoria, August 29th; Vancouver, August 31st. Mr. Keith will also visit Prince Rupert on August 24th.

The summer meeting of the Saskatchewan Branch, which had been planned for August 11th at Moose Jaw, has been postponed until August 18th, thus giving Mr. Keith an opportunity to be present.

The branch secretaries have made the necessary arrangements for the various meetings. The council requested Mr. Keith to take this trip for the purpose of meeting the secretaries and executives, and as many other members as possible, of the branches, with a view to closer co-operation between the branches and the headquarters of the society.

## DEMURRAGE RATES INCREASED

THE Board of Railway Commissioners for Canada has revised its "Car Service Rules," replacing them by a new code called "Car Demurrage Rules." The chief change is in the demurrage rates. For the first day or fraction thereof that the car is held after expiration of the free time a charge of one dollar will be made. For the second day, the charge will be two dollars; third day, three dollars; fourth day, four dollars; fifth and each succeeding day, five dollars.

The new rules apply to cars held for or by consignor or consignee for loading, unloading, forwarding directions or for any other purpose. Cars held at railway terminal awaiting boat, private cars on private tracks, and empty private cars on carriers' tracks are exempt.

Forty-eight hours' free time, exclusive of Sundays and holidays, are allowed for loading or unloading. This is reduced to twenty-four hours for loading grain at Port Arthur and west, and increased to five days for unloading lumber and hay for export at Montreal and tide water ports. Manufacturers, lumbermen, miners, contractors and others who have their own motive power and handle cars for themselves or others will be granted an additional allowance of the time necessary for them to do the switching from and to the designated interchange tracks, but not to exceed twenty-four hours.

If wet or inclement weather, according to local conditions, renders unloading impracticable during business hours, or exposes the goods to damage, the free time allowance will be extended so as to give the full free time of suitable weather. If, however, the cars are not loaded or unloaded within the first forty-eight hours of suitable weather, no additional free time will be allowed.

Demurrage will not be collected for any delays for which government or railway officials may be responsible, such as customs or inspection delays.

These increases in demurrage rates are badly needed, and will be heartily approved by most shippers and receivers of all kinds of material, especially shippers who have found it difficult to get cars, and buyers whose shipments have been delayed by the car shortage.