

their investigations. This feeling of doubt was fostered by the extensive introduction of the steam turbine and the increased interest in the oil engine. During the past three years the belief of many who were formerly firm believers in the gas producer has been that this type of power has reached its height of development, and that from a commercial standpoint it can no longer be regarded as a complete success.

The results of these investigations and the facts gleaned from an inspection of the summaries and charts presented are far from revealing the condition thought to be the case by those who have regarded the immediate downfall of the producer as inevitable.

It is probable that at the present time there are in the United States 900 or 1,000 producer gas-power plants, ranging in size from 15 horse-power to several thousand horse-power.

During the past three years the number of anthracite plants over 500 horse-power rating has increased 263 per cent., and the total horse-power represented by these plants has increased in the same period 242 per cent.

During the same period the number of bituminous-coal plants of 500 horse-power rating or less has increased 118 per cent., and the total horse-power represented by these small bituminous-coal plants has increased 89 per cent.

At the present time producer-gas plants representing nearly 85 per cent. of the total number of installations in this country are operating on anthracite.

Of the total horse-power listed, approximately 48 per cent. is derived from anthracite and nearly 52 per cent. from bituminous coal and lignite.

In 1909 the bituminous-coal plants averaged 12.5 times the size of the anthracite plants, but the introduction of the larger anthracite plants and of the smaller bituminous-coal plants makes the ratio for 1912 about 7.5 to 1.

The use of the small bituminous-coal producer is increasing, and an examination of the complete list of installations reveals several suction plants operating on bituminous coal. Their development is one of the most important steps in the producer field.

### OTTAWA CONVENTION OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS.

Mr. Charles Warren Hunt, secretary of the American Society of Civil Engineers, sends us the following information in connection with the forty-fifth annual convention, which is to be held in Ottawa June 17th to 20th. In a recent issue we gave some information concerning this convention, and we are glad to be able to add to this, and trust that many of our readers will have the opportunity of visiting Ottawa during convention week:—

The headquarters of the society, secretary's office, etc., will be in the Chateau Laurier. All members attending the convention are requested to register in the secretary's office in this hotel as soon as possible after arrival in order that lists of those in attendance may be printed promptly for distribution.

The Eastern Canadian Passenger Association, the New England Passenger Association (with the exception of the Bangor and Aroostook Railroad and the Eastern Steamship Corporation) and the Trunk Line Association (with the exception of the New York, Ontario and Western) have authorized a reduced rate of one fare and three-fifths, on the certificate plan, for the round trip between any point in their territories and Ottawa. This concession is conditional upon the presentation of at least 100 certificates.

To obtain this rate a first-class through ticket to Ottawa, Canada (either limited or unlimited), must be purchased, and a certificate obtained from the ticket agent that such purchase has been made. If a through ticket cannot be purchased, then a local ticket should be obtained to the nearest point where a through ticket can be obtained for the remaining distance to the place of meeting.

Tickets for the return trip over that part of the route covered by such certificates will be sold, at three-fifths the highest limited fare, to those persons, and those only, who hold the certificates signed by the ticket agent at the point where through tickets to the place of meeting were purchased, and countersigned also by the secretary of the society, certifying that the holders have been in attendance at the convention.

Tickets on this plan cannot be purchased more than three days (exclusive of Sunday) before the time of meeting, and return tickets must be purchased within three days (exclusive of Sunday) after the date of adjournment.

Particular attention is called to the request made by the Passenger Associations that persons desiring to avail themselves of the reduced rates be at the offices for certificates and tickets at least thirty minutes before the departure of trains. Also that these rates are applicable only to through tickets to Ottawa, Canada.

#### Programme.

Tuesday, June 17th.—At 3 p.m. there will be a reception by the Premier, the Right Honorable R. L. Borden, and the mayor of Ottawa, at the Chateau Laurier.

Evening.—At 9 p.m. the president and officers of the society will hold an informal reception at the Chateau Laurier. Dancing may be expected.

Wednesday, June 18th.—At 10 a.m. the first session will be called to order, and the president will deliver the annual address, after which the business meeting will convene. The time and place for holding the annual convention of 1914, and several proposed amendments to the constitution will be considered, and other business transacted.

Afternoon.—Members and guests are invited to a garden party at the residence of T. C. Keefer, C.M.G., past-president, Am. Soc. C.E.

Evening.—There will be an illustrated lecture on Canadian engineering subjects in the ballroom of the Chateau Laurier. It is expected that the subjects covered will be: Transportation Routes in Canada, the Transcontinental Railway, Canadian Water Powers, Navigation, and Grain Elevators on the Great Lakes.

Thursday, June 19th.—The local committee will announce the programme for this morning at the business meeting.

Afternoon.—There will be a motor drive through the city, visiting the Parliament Buildings, Rockcliffe Park, Rideau Hall grounds, the Experimental Farm, the Chaudière, etc., and ending at 4.50 p.m. at the residence of one of the oldest members of the society, Sir Sandford Fleming, for afternoon tea.

Evening.—The Canadian Society of Civil Engineers will tender a reception to the members and guests of the American Society of Civil Engineers at the Chateau Laurier, with dancing.

Friday, June 20th.—The arrangements for Friday will be announced at the business meeting.

For those interested it should also be stated that the Royal Golf Club, which is within easy reach of the hotels by trolley, will be open to the use of our members during the convention.

S. P. Brown, M. Am. Soc. C.E., has invited all members who pass through Montreal to visit and inspect the new Mount Royal Tunnel of the Canadian Northern Railroad in that city.