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CONTENTS OF THIS ISSUE.

Editorial:	PAGE
Exhibition of British Goods in Canada	149
An Institution for Municipal Engineers.....	149
Leading Articles:	
The Cost of Generating Power With Diesel Oil Engines	133
Suitable Road Surfaces for Various Kinds of Traffic	135
Artificial Ice Manufacture in Ottawa	137
The Generation of Electrical Energy for Smaller Towns	139
Bridge Floors Replaced With Concrete	141
The Application of Ozone to Water Purification	142
Why Some Municipal Asphalt Plants Fail	145
Classification of Ontario Roads	147
New York City a Vast Brick Market	147
The Cross-Section of the Mount Royal Tunnel	148
Letters to the Editor	151
Scientific Utilization of Natural Resources	154
Reinforced Concrete Pontoons for a Modern Floating Boathouse	156
Macadamized Roads Constructed With Tarry, Bituminous or Asphaltic Binders	157
The Railway Tie Situation in Eastern Canada..	160
Coast to Coast	161
Personals	163
Market Conditions	92-94
Construction News	75
Railway Orders	82

EXHIBITIONS OF BRITISH GOODS IN CANADA.

The established success of the "Made-in-Canada" exhibition trains of this year and last, and the growing popularity of the enterprise throughout the provinces, is responsible for a good deal of industrial activity in many western towns and cities. The tour of the 1913 train, which terminated in Montreal a few days ago, covered some 125 points on the lines of the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific roads west of Winnipeg. To practically all these places, with the exception of the larger cities, the exhibition was a new feature, having been much more comprehensive in its make-up, and having touched other points than those visited last year.

The project has aroused a lively interest outside the Dominion, especially among manufacturers in Great Britain. British Chambers of Commerce are taking up the suggestion that the best way to place British goods before Canadian customers is by the provision in Canada of a British manufacturers' exhibition train. Various chambers and associations are working upon it, in conjunction with an endeavor to urge the establishment in Canada of permanent exhibitions of manufactures from the United Kingdom.

Although of the opinion that permanent exhibitions of machinery and engineering supplies are never a success, except in so far as a unit, satisfactorily installed and efficiently operated, may and should be regarded as an exhibit, its successful operation continued under working conditions, showing the desired result, we are inclined to believe that an exhibition of British manufactures, by train, would be a good thing for Canada and Canadian industry. For instance, cars representing such manufacturing centres of Great Britain as one might mention by the score, furnished with British machinery and equipment, pertaining to municipal and public works, would create, in municipalities, conceptions not born of catalogue illustrations or literature. At the same time, Canadian manufacturers would profit by the incentive to install equipment, which these exhibitions would arouse, in the direction of electric light and power, water-supply, sanitation, and general municipal development. Besides, the spur to industry which towns have experienced as a result of the Canadian trains would, in all probability, be forthcoming from the visit of a British train, providing the tours were properly executed and the idea not overworked.

AN INSTITUTION FOR MUNICIPAL ENGINEERS.

An organization to serve the needs of Canadian municipal engineers is advocated by letter in another column of this issue. We hope its appearance will arouse a discussion of the subject. Men following this branch of the profession are peculiarly situated with regard to each other and are segregated, in fact, from engineers in general, living more or less in a sphere of their own.

A municipal engineer enjoys the distinction, however, of acquiring by necessity a general all-round engineering experience—problems electrical, mechanical, geological, of transportation, waterworks, sewage disposal, costs, estimates, etc., are all within the category of the average municipal engineer's duties. Naturally, the benefits which he would derive from social and professional intercourse with others in this work are many, tending to result in