STREET NOISES.

Noises made upon the public thoroughfares are one of the chief sources of annoyance to the residents of cities. These are numerous and varied, and, except in very rare instances, are unnecessary. Many municipalities have regulations covering this nuisance, but they are seldom strictly observed. In fact, in some cases, while the municipal code prohibits street shouting, licenses to street-hawkers, to ply their trades upon the streets in as noisy a manner as they may wish.

Not the least offender in the category of noise-makers is the freak automobile alarm. Many varieties are in existence, and, as there are also various kinds of freak drivers, the combination becomes nerve-racking. Attempts have been made, but without much permanent success, to regulate these alarms and to secure uniformity. This would also be of advantage in accustoming horses to the approach of automobiles.

Boards of health and other organizations should undertake a campaign to secure a considerable reduction of these street noises and a consequent more enjoyable city life.—Conservation.

Ashes should not be deposited where they will come in contact with wooden articles, fences or outbuildings. Fresh ashes are likely to cause fire on account of live coals they may contain.

ADVANCEMENT MADE IN SEWAGE DISPOSAL

During recent years, marked progress in methods of sewage disposal and treatment have been made in Canada. A recent investigation made by the Commission of Conservation revealed the following: In Ontario, of the total number of municipalities having sewerage systems 37 per cent treat their sewage; in Quebec, 12½ per cent; in Manitoba, 33 per cent; in Saskatchewan, 80 per cent; in Alberta, 43 per cent; in British Columbia, 44 per cent. The Maritime Provinces cannot be compared on the same basis, as most of the sewerage systems there discharge directly into the ocean, and treatment would be superfluous.

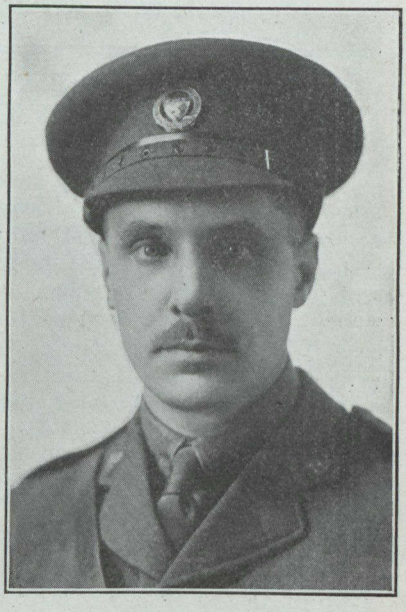
Conditions with regard to sewage disposal are better in the west largely because the systems have been more recently installed, after the necessity of treatment had become apparent to all. The great majority of the systems in the eastern provinces were installed before this necessity had become so universally recognized, and, as they were not laid out for this purpose, it is in some cases costly to make the change. However, marked improvement is also to be noted, and practically all new sewerage systems either include treatment plants or are designed and installed with the view to the future installation of such plants at the minimum expense.

BUILDING PERMITS IN 27 MUNICIPALITIES FOR 1915.

Town or city.	Year 1914.	Year 1915.
Berlin, Ont.	$ 729,330	$ 329,990
Brockville	105,280	46,010
Edmonton	4,913,277	301,725
Galt	322,480	140,140
Halifax	879,320	1,063,985
Hamilton	3,703,865	1,523,248
London	1,837,735	1,207,630
Montreal	17,394,244	8,511,221
Moose Jaw	459,610	88,222
North Bay	333,625	121,228
Ottawa	4,397,020	1,605,160
Outremont	1,028,550	389,430
Peterborough	452,340	98,610
Port Arthur	1,234,085	83,605
Preston	98,480	46,575
Red Deer	42,515	17,735
Regina	1,765,875	465,065
St. Catharines	777,793	446,121
St. John	515,300	346,275
Sudbury	538,080	103,515
Three Rivers	652,130	484,215
Toronto	20,684,288	6,651,889
Vancouver	4,484,476	1,504,300
Victoria	2,243,660	292,450
Welland	337,918	191,232
Westmount	698,585	589,405
Winnipeg	12,160,950	1,826,300
Woodstock	110,709	86,021
Yorkton	60,695	48,385

VICE-PRESIDENT OF NORTHERN ELECTRIC GOING OVERSEAS.

The appointment of Captain Paul Sise as Adjutant of the 148th, the new Battalion now being organized in Montreal by Lieut.-Col. Magee for Overseas Service, has recently been announced.



CAPT. PAUL F. SISE, Vice-President and General Manager of the Northern Electric Company.

At the outbreak of the war, Captain Sise, who was formerly connected with the Victoria Rifles, joined the Canadian Officers' Training Corps which is affiliated with McGill University. When the McGill Auxiliary Battalion was formed, Captain Sise was in command of "D" Company and later of "A" Company, McGill Contingent, Canadian Officers' Training Corps.

Because of the high executive which Captain Sise held with the Northern Electric Company and the responsibilities which such a position entails, his decision to enlist for overseas service not only sets a splendid example to his fellow countrymen, but typifies the high standard and calibre of men who are answering the call of their country in time of need.

Captain Sise was born on November 10th, 1879. He was educated at Bishops College School, Lennoxville, Que., and at McGill University from which he graduated as B.Sc. He was one of the organizers of the University Club in Montreal, is a member of the St. James Club and a Governor of the Western Hospital.

NOTE ON DUPLICITY TEST OF ASPHALT

In asphalt specifications, especially for asphaltic cements, where a ductility test is called for, it is usually made by pulling apart, at a speed of 5 cm. per minute, a briquette having at its centre a cross section area of 1 sq. cm. Some machines used for this test are only slightly over a metre in length and many asphaltic cements of 60 to 70 penetration will run over 100 cm. The writer has been requested in several cases to compare asphalts supplied on specifications. In most cases specifications call for a ductility test of from 70 to 90 cm. at 5 cm. per minute. With few exceptions this requirement is met, briquettes not breaking under 110 cm., the limit of the writer's apparatus.

Ductility being a measure of surface tension, it is desirable to make the test indicate more sharply the difference between asphalts under examination. It is conceivable that of two asphalts showing a result of 110+ cm., one might run to 200 cm. before breaking, while the other would break below 150 cm. The writer has been using two speeds for some time, namely: 5 cm. per minute and 10 cm. per minute. Results show that the latter speed is still conservative and that no good asphaltic cement of the "pure bitumen" type would be done an injustice by adopting it.

The following results are typical (specifications called for minimum of 90 cm.)

Speed.	5 cm. per minute.	10 cm. per min.
Sample A	90 to 95	65
Sample B	110+	110+
Sample C	110+	110+

When examined after pulling to 110 cm. at 5 cm. per minute B and C threads appeared about the same size, but at 10 cm. per minute, the thread of C was about the size of a fine hair, while B was two or three times the apparent diameter of C.—T. Linsey Crossley.