

MANUFACTURERS DISCUSS RAILWAYS.

The necessity for additional railway equipment was brought strongly before the annual meeting of the Manufacturers' Association in Winnipeg last week by the report of the transportation committee. Attention was called to the recommendation of A. H. Smith, president of the New York Central Railroad, in the minority report of the railway commission, that the government should undertake at once to provide for an ample supply of freight cars and locomotives against immediate and imperative needs. The committee urged that the convention should make some representations to that effect to the government.

The valuable work done by the committee in connection with freight rates and other railway matters of prime importance to manufacturers was set out at length in the report. Commenting on the findings of the Royal Commission appointed to inquire into railways and transportation in Canada, the committee emphasized the unnecessary duplication of railway lines and facilities throughout the country and contended that legislation was absolutely necessary to guard against such evils in the future and to protect investments already made.

U.S. GOVERNMENT WILL BUILD ARMY TOWNS.

The training camps for the United States army will be complete small cities. Each will cover an area of 720 acres, will contain some 2,000 buildings, water supply and sewerage systems and roads. All will be built by contract. Most of the buildings will be long one-story structures of wood. The contractors will organize their own forces, but the building will be under the direction of army officers. Sites for the camps are now being selected and plans are ready for awarding contracts as fast as camp sites are chosen. Col. I. W. Littell, of the Quartermaster Grounds Division has been placed in general charge of cantonment construction.

CANADIAN ELECTRICAL ASSOCIATION.

The 27th annual meeting of the Association was held at the Ritz-Carlton Hotel on June 7th and 8th. According to statements made, Montreal has the cheapest electrical power of any industrial centre in America, this being due to the fact that there is an abundance of water power near the city.

A paper on "Electro Chemical Products" was read by H. E. Howe, and another on "Energy Distribution, Present and Prospective," by Julian C. Smith, Vice-President and Chief Engineer, Shawinigan Water & Power Co.

TORONTO ENGINEERS VISIT CAMP BORDEN.

About thirty members of the Toronto Engineers' Club motored to Camp Borden on Tuesday, June 12th. The start was made from the corner of St. Clair Avenue and Yonge Street about 8.30 a.m. Upon reaching the Camp the party was escorted by members of the Flying Corps, during an inspection of the hangars and aeroplanes. Lunch was served in the officers' mess. The party left Camp Borden about 6 o'clock and reached Toronto about 10 o'clock after a most enjoyable day's outing.

It was stated during the last annual meeting of the Canadian Electric Railway Association that on June 13th, 1916, there were 1,417.62 miles of privately-owned electric railways in Canada.

Reports of recent meetings of the Channel Tunnel Company indicate that the British government will likely decide that the much discussed tube connecting Great Britain and France shall be built. There have been repeated rumors recently that the decision would be favorable. At the meeting Baron Derlanger declared that some move must be made soon one way or the other, for railways preparing to rebuild the portions of their line on the Channel coast must know where the tunnel would begin on the English side.

DOMINION STEEL CORPORATION'S REPORT.

The net earnings of the Dominion Steel Corporation for the year ended March 31st, 1917, were \$12,967,874, as compared with \$7,004,316 for 1916. After adding \$3,000,000 to a special reserve, and paying all charges and dividends, a balance of \$6,038,182 is carried forward at credit of profit and loss.

The balance sheet shows current and working assets at the end of the year as \$15,446,396. These included \$4,858,167 in cash and \$1,085,671 in war loans. The only current liabilities to set against them were \$1,572,530 in ordinary trade accounts payable, wages, etc.; \$246,731 for interest accrued on bonds, and \$495,977 for dividends declared, payable after the close of the company's year—a total in all of \$2,315,238. Total assets amount to \$83,526,822.

President Mark Workman in the report states as follows: "The aggregate reduction in the funded and mortgage debts of the corporation and the constituent companies during the year was \$3,501,709. The most important measures for extension and improvement are the construction of two batteries of Koppers By-Product Coke Ovens and extensive development of the iron ore mines in Newfoundland, both of which will strengthen the position of the corporation in respect to the output of iron and steel. The production of all the coal company's collieries was considerably below that of recent years, amounting to 4,279,772 tons, against 5,261,198 in 1916, 4,550,512 in 1915, 5,047,683 in 1914, and 5,051,603 in 1913. The causes of this falling off were beyond the control of the directors, arising for the most part from the scarcity of men consequent upon enlistment for service overseas, and also to a considerable extent from the lack of adequate transportation facilities."

New records were made by the steel company. The tonnage of pig iron produced exceeds the output in any previous year; as also does the output of steel ingots. The following table gives the annual production of the principal classes of iron and steel materials in the last two years:—

	Year ended Mar. 31, 1917.	Year ended Mar. 31, 1916
Pig iron	346,926	329,664
Steel ingots	377,079	371,086
Bloom and billets for sale, ..	144,051	142,282
Rails	17,495	35,197
Wire rods for sale	67,492	55,106
Bars	5,259	8,017
*Wire	35,142	36,058
Nails	20,175	19,262

*This includes wire used in manufacture of nails shown in next line.

PARSONS FAVORS NATIONALIZATION.

That the railways in Canada should be nationalized was the contention of Mr. S. R. Parsons, vice-president of the Canadian Manufacturers' Association, when addressing the Hamilton branch recently. Five years ago, he said, he was opposed to such a project. He now believed that the nationalization of railways was a measure that would prove productive of much good. Since the outbreak of war the demagogue and the demagogue's regime was over, and only big men would be able now to secure seats in parliament—men big enough to operate successfully the railways of this country.

Mr. Cyrus A. Birge, in moving a vote of thanks to Mr. Parsons, said he did not favor the nationalization of railways. He had never heard of a country that was successful in managing its own railways, nor did he think he ever would.

Mr. T. S. Dickson, of William Beardmore & Company, shipbuilders, Glasgow, is in this country for the purpose of selecting a site for an extensive steel shipbuilding and dry dock plant. It has been definitely settled that a plant will be built in Canada. In company with Mr. A. D. Swan, consulting engineer, Montreal, Mr. Dickson has inspected sites at Montreal, Quebec, Halifax, N.S., and St. John, N.B.