

coal is very costly, and, therefore, makes the production of power an expensive undertaking when done by this means. Kind nature, however, has provided another source of power generation, and it remains but for Canadians to see to it that this natural resource is taken advantage of wherever possible. Many of the larger water powers have already been developed to a considerable extent, but there yet remain almost incalculable water powers to be developed. As our contemporary says, after making reference to some of the larger developments: "But other parts of the Dominion are similarly blessed with inherent resources." British Columbia is fast coming to the front in the matter of its water power development, and, although the projects are not to be compared with the great plants at Niagara, yet they are very considerable when the sparsely populated Western Province is compared with the two million population of Ontario. The demand for electrical engineers is on the increase, and will be continually increasing for many years to come. The North-West Territories are being opened up, and the population is growing by leaps and bounds. This means that manufacturing centres will spring up rapidly throughout Western Canada. The varied industries will require power to an amount which it is impossible to estimate, and men will be required who are capable of designing, constructing, and operating numerous power plants in order to meet the great demand. But the West is not the only part of the Dominion that is advancing very rapidly. The other Provinces are all calling for more power, and the demand will become heavier from year to year. The need of capable men with executive ability, who are ready to take the initiative, is constantly on the increase.

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A short account in the Canadian Engineer of March 29th of the proposed railway entrances into Toronto from the east has attracted the attention of a reader in Omaha, Nebraska, Mr. Alfred J. Roewade, a consulting engineer and civic designer. Mr. Roewade writes that Toronto made a step in the right direction when this question of railway entrances was taken up, and from what he says it is evident that his ideas are the same as those already entertained by Toronto's Guild of Civic Art. Toronto, along with many other cities on this continent, is desirous of becoming a "City Beautiful," but, as the others are doing, has overlooked the fact that beauty should be the natural result of the work that is being done everywhere, and not be secured at great expense by the changing of the "old settings." Toronto is losing opportunities everyday, which, if taken up at the proper time, would gain for her the desired beautification, with a minimum of cost and exertion. The dominant force in the building of all American cities, says Mr. Roewade, is the railroad, and many of their misdeeds are due to political conditions. Certainly a railroad is interested in its own development, but only from its own standpoint, while the general public are interested in an impartial development of the entire service, and will, therefore, desire to have the best service possible. From this it can be readily understood that a city will only be too glad to give to a railway every facility to enable it to give a maximum service, and the railway will go to any reasonable expense to make its service as efficient as possible. Toronto's Guild of Civic Art is doing good work in raising the public spirit for the improvement of the city. Now is the time for citizens to take up this question of civic improvement. There should be no delay. Each year the work of formulating a plan will become more difficult, and the expense incurred in carrying out the work will increase rapidly. The future must be considered, and if the city is to be what it should be, plans must be prepared now, and followed.

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Municipal engineers will pray to be delivered from inclusion in agreements between civic authorities and public utility corporations, if the experience of Mr.

Rust, of Toronto, at the hands of the Judicial Committee of the Privy Council, is any guide to opinion on the matter. For half a generation the citizens of Toronto have regarded their engineer as the man who could stand over the Street Railway Company and use a big stick at will. He was to decide routes, extensions, time-tables—and in the public opinion everything relating to the management of the Street Railway. The Railway Company always acted as if the City Engineer had very little authority over them, and now the Privy Council has given a modern demonstration of the saying, "From him that hath not shall be taken away, even that which he hath." The personal position of Mr. Rust is not affected by the Privy Council judgment, which relieves him of a great incubus. The Street Railway is justified of its disputes with the city, which should, for a year at least, refrain from all pretence to control the corporation, and let it make good its promise that it will give the public a first-class service, if only it is left alone by demagogues in the City Hall and irrelevant abusers in the newspapers. The manager wants the City Council to step out of the way and leave the Engineer and himself to make new arrangements. Which means that those who know how to handle transit systems think more of one engineer than of a whole company of civic fathers.

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The uninformed suppose that electricity causes many fires in large cities. Writers in the daily press have done not a little to bring about this situation. Whenever there is a fire, the origin of which has not been discovered, in nine cases out of ten it is put down to faulty electric wiring or other negligence by the electrician. But, though electricity is being used more and more every day, the proportion of fires from this cause is decreasing. Statistics of conflagration losses in Chicago for the four years, 1903 to 1906 inclusive, show that only 1.08 per cent. of the fires during that time resulted from electricity, while in 1906 the percentage was only about .6. Here are the figures:—

	1903.	1904.	1905.	1906.
Total fires	6,054	6,661	6,522	6,387
Total fires caused by Electricity	102	79	53	43
Total loss	\$3,062,931	\$2,950,254	\$3,303,929	\$4,179,235
Total loss caused by Electricity	*\$84,275	†\$58,400	\$2,110	\$300

* Includes the Iroquois Theatre fire; loss, \$80,000.

† Includes one fire caused by lightning; loss, \$50,000.

The figures were prepared by Mr. William Carroll, City Electrician of Chicago, taken from the records of the city and insurance companies. It is interesting to note that the average cost of fires by electricity for 1906 was only \$6.98.

MARKET CONDITIONS.

Montreal, May 2nd, 1907.

Pig-iron market conditions are very encouraging. The English markets have shown an advance almost every day during the past week, the aggregate of such advances being six shillings per ton over the low point of a few weeks since. It is impossible to say how much greater, if any, the advance will be, as the demand upon the available stock is exceptional, not only at home but also on the continent. Shipments from the Middlesboro district are limited only by the capacity of the docks. Many steamers are waiting to be loaded, and as a matter of fact some of them are being kept waiting as much as four and five days before they can get dockage space. English steel making irons have also advanced. Owing to the great strength of foundry grades. They are now quoted about three shillings more than a few weeks ago. The scarcity of steel making iron, however, is even greater than in foundry grades, and if the heavy demand continues there is a strong probability of even higher prices being asked for near deliveries as well as for those