

gallons in Manitoba to 0.011 cent per 1,000 gallons in Ontario.

It is not expected that a system so worked out would at once be adopted by all treasurers, but gradually, like standard specifications, it would be referred to until its use became universal.

PENNY WISE AND POUND FOOLISH.

Our Governments and our municipalities generally are very reluctant in spending money for preliminary surveys, experiments and researches. Some years ago, the Dominion Government did spend a little money on the electric furnace, but they could not be induced to follow up the work, and as a result several years have been lost, iron mines remain undeveloped, and, incidentally, Sweden, with its insignificant iron and steel possibilities, has solved the problem.

All over this great country there are particular problems to solve—problems peculiar to location, climate and population. The governing bodies can be induced to spend thousands upon construction, but to get even a couple of thousands to plan and survey for complete schemes is often impossible. As a result, many improvements consist of a patch here and there, and the finished work shows neither good workmanship nor good design. Usually, the engineer is not at fault. He may time and again place an amount for surveys in the estimate, but it is just as regularly eliminated.

It is a matter of slow growth, this ability to recognize the engineer as a man able to lessen expense when given an opportunity to prepare a complete scheme; and the engineer is the only one who can make known his value to the corporation. To be continually pointing out how mistakes in management are being made is not a pleasant task, yet it is frequently necessary. It is all very well for the council to assert that they are responsible. They are; but they have a way of accepting the responsibility when the scheme is a success and damning the engineer when it is a failure.

A little more publicity when the engineer launches his plan, a stronger fight for the entire scheme or none, and a clear, emphatic statement as to the necessity for preliminary reports would frequently save much misunderstanding and uncomfortable situations.

EDITORIAL NOTES.

Canada has not neglected her shipping interests. Since 1896 there has been spent on the wharves of Nova Scotia \$2,318,828.52; of New Brunswick, \$1,178,519.68; of British Columbia, \$1,200,653.09—almost five million on three Provinces.

The output of Canadian pig iron for 1908 was 563,672 tons, a decrease of only 3 per cent. from 1907. This is a much less decrease than was expected. The

output for the first half-year was 307,074 tons, and the second half 256,598 tons.

Regularly the Ontario Government receives deputations asking for amendments to the Good Roads Act, so that Government aid may be secured for bridge building as well as for road making. It is to be hoped the Government will not seriously entertain any such suggestion. We do not consider that the Good Roads Act was passed to assist rural municipalities, but rather to encourage and instruct in road-making. If Ontario roads were as good as Ontario bridges, rural highways in that Province would be very near the ideal.

Let the Government stand by their past policy of encouraging good roads. Good bridges are strictly local improvement schemes.

MR. ANDREW F. McCALLUM, B.A. Sc., has been appointed city engineer of Hamilton, Ont.

The Mexican Light & Power Company's earnings for January (Mexican currency):

	1909.	1908.
Gross	\$556,297 84	\$500,024 77
Expenses	146,891 59	213,519 37
Net	\$409,406 25	\$286,505 40
Fixed charges	207,414 00	165,770 44
Surplus	\$201,992 25	\$120,734 96
Expenses per cent. of gross earnings	26.40	42.70

COMING MEETINGS OF ENGINEERING SOCIETIES.

Association of Ontario Land Surveyors.—February 23, 24, 25, 1909, Annual Meeting, Parliament Buildings, Toronto Killaly Gamble, secretary-treasurer, 703 Temple Building, Toronto.

Canadian Cement and Concrete Association.—First Annual Convention and Exhibition, March 1-6, 1909, St. Lawrence Arena, Toronto. Secretary, A. E. Uren, 62 Church Street, Toronto. Manager of Exhibition, R. M. Jaffray, 1 Wellington Street West, Toronto.

Canadian Mining Institute.—March 3-5, 1909, annual general meeting, Windsor Hotel, Montreal. H. Mortimer-Lamb, secretary, Montreal.

Dominion Land Surveyors.—February 23, 24, 25, 1909, annual meeting, Ottawa, Ont. T. Nash secretary.

Northwestern Cement Products Association.—March 2-4, 1909, fifth annual convention, Minneapolis National Guard Armoury, Minneapolis, Minn.

Ontario Provincial Good Roads Association.—March 3, 4, 1909, Annual Meeting, County of York Municipal Hall, Adelaide Street, Toronto. J. E. Farewell, Secretary, Whitby, Ont.

Providence Association of Mechanical Engineers.—June 22, 1909, Annual Meeting. Secretary, T. M. Phetteplace.

RAILWAY EARNINGS AND STOCK QUOTATIONS

NAME OF COMPANY	Mileage Operated	Capital in Thousands	Par Value	EARNINGS		STOCK QUOTATIONS							
				Week ending Feb. 11		TORONTO				MONTREAL			
				1909	1908	Price Feb. 13 '08	Price Feb. 4 '09	Price Feb. 11 '09	Sales Week End'd Feb. 11	Price Feb. 13 '08	Price Feb. 4 '09	Price Feb. 11 '09	Sales Week End'd Feb. 11
Canadian Pacific Railway	8,920.6	\$150,000	\$100	1,157,000	935,000	147½ 146	173½	175	95	145 144	173½ 173½	174½ 173½	101
Canadian Northern Railway	2,986.9			120,700	116,900								
*Grand Trunk Railway	3,568.7	226,000	100	631,690	556,683								
T. & N. O.	305	(Gov. Road)		20,000	10 000								
Montreal Street Railway	138.3	18,000	100	70,904	63,744					175½ 175	207½ 207½	208 207½	533
Toronto Street Railway	114	8,000	100	68,008	63,635		120	120	291	97½ 97	120½ 120	120½ 119½	389
Winnipeg Electric	70	6,000	100			138	168	170 169½	403		170 160	170 167½	

* G.T.R. stock is not listed on Canadian Exchanges. These prices are quoted on the London Stock Exchange.