on its behalf are that it weighs less that 400 pounds, the boiler is tested up to 1,000 pounds per square inch, it can carry a supply of fuel sufficient to propel it one hundred miles, and can be operated at a speed varying from that of the slowest truck to 40 miles an hour, at a cost not exceeding three cents per passenger for a distance of twenty miles.

The Record of Acetylene.

In our July number was published as a part of the proceedings of the Convention of the Canadian Electrical Association, a tabulated statement, showing the number of acetylene gas plants installed and the degree of success which had attended their operation. In another column will be found a letter from a manufacturer of acetylene apparatus declaring the data given in the above mentioned statements to be entirely inaccurate. The Canadian Manufacturer also expresses doubt as to the accuracy of the published data, and calls upon the ELECTRICAL NEWS to explain why it should have published what it could not prove to be true. A little investigation would have shown the editor of The Manufacturer that the data was compiled, as stated in print, from reports submitted to the Canadian Electrical Association, and was, as already stated, presented to the members by the President at the recent annual convention. Its subsequent publication as part of the proceedings followed as a matter of course. Under these circumstances the ELECTRICAL NEWS is under no obligation to prove the correctness or otherwise of the figures. On the other hand, The Manufacturer has not published any evidence to support its contention that the data is unreliable.

Technical Education.

Not so many years ago Germany was little more than an agricultural country. That she should not always remain so, an expert was sent by the government to the United States to report in what way, if possible, her commercial position could be improved, and whether she compared favorably with other countries. This expert reported that in manufacturing Germany was being outclassed by other countries. The result was that immediate steps were taken to assist the manufacturing development of the country. This was done by means of the establishment of technical schools, in which a system of technical and commercial education was taught. In a very few years the benefit of such schools was to be seen in the increase and improvement of manufacturing industries, and in the extension of the foreign trade of the country, To-day Germany occupies an almost unparalleled position among the manufacturing countries of the world. For this her technical schools are largely responsible. The above facts give additional interest to a report prepared by a special committee of the Toronto Board of Trade on the subject of technical education. This committee, after reviewing the advantages of and necessity for technical training, makes the following remmendation: "That technical education, in order to be thoroughly successful, should be a part of the foundation of our general educational system, and elementary technology should be as speedily introduced into all forms of the public schools in the province as time and circumstances will permit. The technical subjects taught must vary according to the special locality, with due regard to the manufacturing industries to be benefitted." A list is also given of the subjects to be taught, which includes seventeen chief subjects in the technical department and thirteen in the commercial department, with a number of subordinate branches in each. Reference is made to the advantages of combining a commercial and technical or industrial education. In no other country in the world does greater necessity exist for the special training of the people than in Canada, with her abundance of natural resources awaiting development and the skilled hand of the artizan. Legislation now exists in Ontario empowering the introduction into our school system of a limited degree of technical training, but this does not seem to be sufficient, and we hope the time is near at hand when some more effective plan will be adopted. The Toronto Technical School was established mainly through the efforts of the Canadian Association of Stationary Engineers, who secured a government grant of $2,000 for the purpose. The attendance and the work accomplished at this school is evidence that there is a demand for such training as is there given. We believe many more persons would avail themselves of the advantages offered if they were better acquainted with the curriculum of the school.

Consolidation.

One of the most important events in the history of electrical development in Canada took place a week ago, when the control of the Hamilton Street Railway, the Hamilton and Dundas Railway and the Hamilton Radial Railway passed into the hands of the Cataract Power Company. It is understood that an attempt was made to include in this deal the Hamilton, Grimsby and Beamsville Electric Railway, but owing to the high price put upon the stock it was unsuccessful. The Cataract Power Company are seeking to provide a profitable market for the product of their electric generating station at DeCew Falls, which has a present capacity of 4,000 h.p. and an ultimate capacity of at least double that amount. With this object in view the company are understood to have under consideration the construction of radial electric railway lines to Guelph, Niagara Falls and other points. The city council recently gave them a ten years contract for public lighting, and they have also contracts for the supply of power to many of the leading industrial establishments in Hamilton. The capital of the Cataract Power Company has of late been very largely increased. It seems probable that in other localities where large water powers are available for the generation of current consolidation of electrical interests will take place, similar to that just consummated at Hamilton, but care should be taken that the capital stock is not placed too high.

The demand from Austria Hungary for electrical machinery is steadily increasing. The imports in this line from the United States last year were valued at $40,000.

The originality and artistic taste of Mr. F. B. Utley, advertising manager for the Goldie & McCulloch Co., of Galt, is responsible for the production of some of the neatest and most attractive booklets which have yet reached our desk. That worthy of special mention is a miniature catalogue in bronze and blue black of the "Model" gas and gasoline engine manufactured by the above company. The art here introduced gives the booklet a greater interest than would otherwise be obtained. Accompanying each cut of the "Model" engine is an illustration, for the purpose of comparison, showing the pioneer methods employed, such as hand and horse power, wind mills, etc. The small catalogues of bankers' safes and "Wolf" gyrator are also well designed and replete with new ideas.