

duly recorded in the chronicles of Mother Goose. The characteristic which completes the formula is plain, dogged persistence.

Never has the call to action been so insistent as now, when that hideous monster called Germany threatens every corner of the earth and everything that we hold sacred.

In the throes of parturition, a new and a better world is being born. By the touch of elbows on the long battle front, a new comradeship is being created, the union of everything that is good in humanity, for war to the end against everything that is evil. It is a comradeship which is extending back into the very souls of our nations, one which will eventually reach every class and touch every individual.

And, at last, through that power which sways the destinies of nations, the United States is coming to take the place of fallen Russia. Slowly, with many mistakes, with heartbreaking delays, we are coming, Canada!

THE NEW ERIE CANAL

LAST week the enlarged Erie Canal, connecting the Great Lakes and the Hudson River, was opened for traffic, though the formal opening will take place, with elaborate ceremonies, at a later date. The original canal, begun in 1817 and completed in 1825, had a minimum depth of 7½ feet. In 1903 it was decided to rebuild it on a larger scale, and \$150,000,000 has been spent on the project.

The main channel is from Buffalo to Troy, 352 miles, and there are tributary canals to the Hudson from Oswego and Lake Champlain. In all, the State of New York will have 532 miles of canalized inland waterways. For the greater part of the distance, rivers and lakes have been utilized. Between Buffalo and Troy there are lift locks with a total lift of 210 feet. In order to raise the water level, thirty-nine artificial dams have been constructed.

Despite the enormous outlay, the Erie will remain a barge canal, with a minimum depth of 12 feet compared with 23 feet in the new Welland Ship Canal which Canada is constructing. It is impossible to predict the extent to which Great Lakes traffic for the Atlantic seaboard will be diverted to United States routes by the deepening of the Erie Canal.

The attraction of a deeper waterway from Buffalo to the Atlantic seaboard via the Hudson River will be offset partly or wholly by the new Welland, which will take the largest class of freighters. But when cargoes have passed the Welland, there will be competition between the 14-foot St. Lawrence Canal system and the 12-foot Erie Canal from Oswego to the Hudson. If the results are unfavorable to the Canadian route, the deepening of the St. Lawrence Canals will no doubt be hastened.—(Editorial in the "Toronto Globe.")

Tenders are being called by the Department of Railways and Canals, Ottawa, for rebuilding of the lower entrance piers, Lock 25 and Lock 23, respectively, on the Galops and the Rapide Plat canals.

The Brantford, Ont., gas committee presented a report to the City Council recently calling for the securing of an engineer to investigate gas purification, the supply of gas available and the cost of an artificial gas plant.

The Turbine Equipment Co., Ltd., Toronto, Ont., have the contract from the Otis-Fensom Elevator Co., for a 50 horse-power motor-driven De Laval centrifugal pump, for use in connection with a hydraulic elevator, to be installed in the Bell Telephone Building, Toronto.

NEW ASSOCIATION SUSPENDS MEETINGS

AT a meeting of the "Canadian Association of Engineers," held last Monday evening at the Engineer's Club, Toronto, it was unanimously decided to suspend all meetings during the summer.

After there had been considerable discussion regarding whether the association should be purely Canadian or a branch of the American Association of Engineers, a representative of *The Canadian Engineer* who attended for the purpose of reporting the proceedings, pointed out that the aims and objects of the proposed new association appeared to be identical with those of the Engineering Institute of Canada. He summarized the manner in which the Toronto and Ottawa branches of the Institute propose to deal with some of the problems that seemed to be of greatest interest to the prospective members of the new association, and urged that the Institute be given a fair chance to show what it can do along the lines of increased pay, closed profession, employment bureau, national status, etc., before dividing the efforts of the engineers by the formation of another association. After thorough debate, this viewpoint was supported by H. W. D. Armstrong, Thos. Taylor, F. B. Geodike, C. E. Tilston and others.

F. B. Goedike moved that the meetings of the proposed association be suspended *sine die* but that the "constitution committee" continue its work so that the association will be in shape to resume its activities at a later date should the prospective charter members feel that the Engineering Institute of Canada was not fulfilling expectations. This was unanimously carried and the meeting was then immediately adjourned.

AT AMERICAN WATER WORKS CONVENTION

AMONG the delegates who attended the convention of the American Water Works Association, held last week in St. Louis, Mo., were the following from Ontario:—

R. L. Dobbin, superintendent of waterworks, Peterborough; W. H. Randall, waterworks department, Toronto; H. Hyman, superintendent of waterworks, Kitchener; W. E. Macdonald, waterworks engineer, Ottawa; C. D. Brown, Walkerville Waterworks Co., Walkerville; C. W. Schiedel, Waterloo Water & Light Co., Waterloo; Geo. Geddes, water commissioner, St. Thomas; Robt. Hicks, water commissioner, Peterborough.

The British Columbia Provincial Public Works Department inspection of the flood damages in the Bella Coola section shows that the necessary repairs and construction of roads and bridges will total about \$66,000.

The Hydro-Electric Power Commission of Ontario, have awarded the contract for six De Laval single and multi-stage motor-driven pumps for the Ontario Power Co., to the Turbine Equipment Co., Ltd., of Toronto.

Supplementary estimates of the Federal government, tabled on May 20th, total \$46,957,312. Railway estimates include the sum of \$3,489,313 to acquire the Quebec and Saguenay Railway and \$518,000 for the acquirement of a number of short railways located in the Maritime Provinces. Harbor and river votes include \$386,000 for St. Charles River improvements, \$250,000 for St. John, N.B., harbor, and \$152,000 for Toronto harbor. There is also a vote of \$175,000 for the construction of a bridge on the Canada Central Railway over the Peace River crossing, and \$100,000 for Fraser River improvements.