

was used to hoist the concrete to a runway around the wall, and the concrete was placed with wheelbarrows.

The roof was built during cold weather, and on the night it was finished it collapsed. There were various opinions as to the cause of this. During the time the concrete was being placed live steam was discharged into the standpipe to keep it warm underneath the roof. The supports for the forms were built and used as staging for the wall, and it is possible that the carpenters might have been careless in their work, perhaps weakening some place where strength was needed. Only one pier fell, the others being in use to-day. The roof was rebuilt in the spring of 1913 on exactly the same lines as before, even the reinforcing rods being straightened and used again. The roof appears perfect at this date.

When the standpipe was first filled, various small leaks developed, on one horizontal ring in particular. To remedy this, the contractors cut a recess into this joint with sharp chisels and caulked it with lead wool. At this date the condition of the standpipe is very good and it is practically tight. A few damp spots appear at times, depending on the weather, but they could not be called leaks. Thus far there does not appear to be any damage to the wall from frost, and the concrete is apparently as good as when first completed.

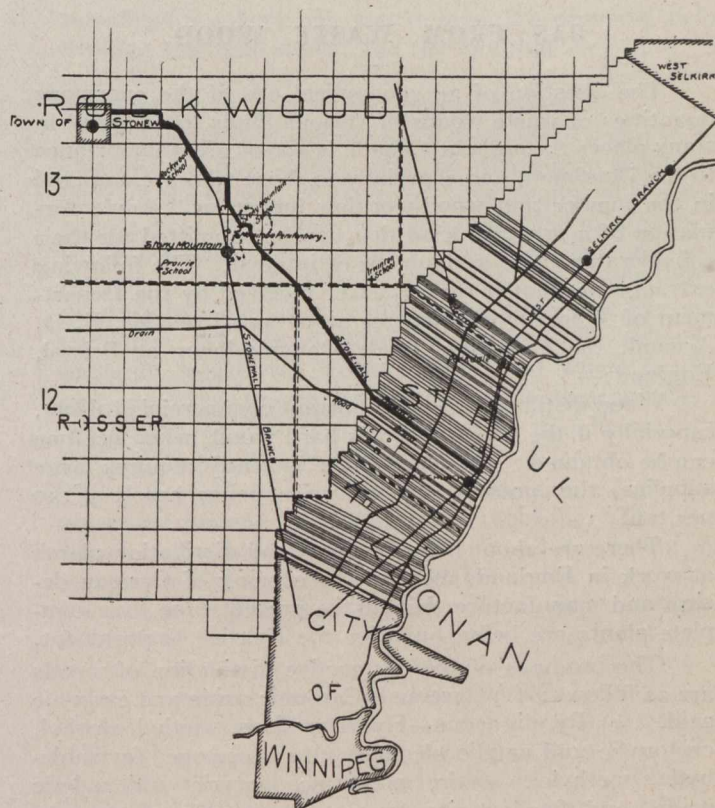
It might be possible to construct a standpipe by building an outside wall of cement blocks, built on a batter, using them in place of a form of wood. The inside forms, being vertical, could be made of wood and their position easily and quickly changed, filling in the concrete from a spout fed by an elevator, pouring it continuously, and by this means having no dry joints to bond together. In Brunswick and Topsham there are four concrete watering troughs, each of which was built in one pouring, and there is yet one to be found that is damp on the under side. If the same principle could be carried out in building a concrete standpipe there would be no leaks. The water in the standpipe would keep the wall at an even temperature, and if the wall was built strong enough there would be little danger from expansion and contraction.

Milford, O.—The concrete standpipe at Milford, O., described by S. S. Gatch, was erected in 1903 and is apparently in better condition to-day than when finished. After using it about two years some seepage was noticed. The water was drained out and the inside dried and coated with a cement wash. Since then there has been no seepage. The seepage was evidently caused by joints in the construction because of delaying the work at night and over Sundays.

During the fiscal year 1915 the imports from all foreign countries amounted to \$472,091,576, as against \$479,164,298 in 1914, showing a decrease of \$7,072,722, but if the imports of coin and bullion were eliminated the imports of merchandise amounted to about \$340,103,606 in 1915 and \$463,930,835 in 1914, showing a decrease in the imports of merchandise of nearly \$123,829,229. The imports from the United States were as follows:—In 1915, merchandise, \$296,632,506, coin and bullion, \$131,984,421, total, \$428,616,927; in 1914, merchandise, \$395,565,328, coin and bullion, \$15,220,763, total, \$410,786,091, showing a decrease in the imports of merchandise of \$98,932,822, and an increase in the imports of coin and bullion of \$116,763,658. The imports from other principal foreign countries, in order of importance, were as follows:—France, 1915, \$8,449,186, 1914, \$14,276,378; Germany, 1915, \$5,086,986, 1914, \$14,586,223; Switzerland, 1915, \$3,079,256, 1914, \$4,314,805; Argentine Republic, 1915, \$3,264,787, 1914, \$2,603,128; San Domingo, 1915, \$3,193,796, 1914, \$2,942,333.

STONEWALL BRANCH, W.S. & L.W. ELECTRIC RAILWAY.

THE Stonewall branch of the Winnipeg, Selkirk and Lake Winnipeg Railway, to the construction of which we have occasionally referred in these columns, has been recently completed and placed in operation. The extension is a little over seventeen miles in length connecting near Middlechurch with the main Winnipeg-Selkirk line, an electrified steam road, and proceeding northwesterly through a portion of the municipalities of St. Paul and Rockwood, as illustrated by the accompanying map. It passes through Stony Mountain, at which place, as well as at Stonewall, very productive stone quarries are located. It parallels the



Map Showing Stonewall Branch, Winnipeg, Selkirk & Lake Winnipeg Railway

Canadian Pacific Railway Stonewall branch for the last several miles.

The main line of the company, with which this branch connects near Middlechurch, extends northerly from Winnipeg to the residential town of Selkirk, a distance of 22½ miles, for the most part along the west bank of the Red River. The line makes connection at the northern limits of the city of Winnipeg with the cars of the Winnipeg Electric Railway Company. Power for both the main line and Stonewall branch is obtained from the latter company at 2,200 volts, and is stepped up to 13,200 volts for transmission to the three sub-stations located at Middlechurch, Lockport and Stony Mountain. At these stations the current is converted into d.c.

The right-of-way of the Stonewall branch varies from 45 to 90 feet in width and is practically all privately owned. At Stony Mountain there is a grade of 2.6 per cent. which is practically the only one on the line except for the Masters Junction subway. There are no bridges on the line, but a subway at Masters Junction provides a