

would have necessitated very expensive driving pulley. By being able to purchase the 150 r.p.m. generator to advantage, and by utilizing the leather belt, the two pulleys for the same were quite ordinary. The silent chain drive was the logical solution for driving the higher speed generator.

When found necessary the remaining gas engines may be coupled up to generators and they in turn to motor-driven pumps.

## MANITOBA BRANCH EXTENDS RECEPTION TO NEW CAN.SOC.C.E. SECRETARY

(Staff Correspondence).

Winnipeg, Man., August 17th.—The visit of Fraser S. Keith, Secretary of the Canadian Society of Civil Engineers, to the Manitoba Branch was marked with great enthusiasm from the moment Mr. Keith landed in this Western Metropolis. An official luncheon was tendered Mr. Keith at one o'clock, Wednesday, August 15th. W. A. Duff, chairman of the branch, presided, and about fifty members and guests were present. The secretary conveyed the greetings of the council to the local branch, expressing the great appreciation of the hearty co-operation of the Manitoba Branch. He gave a very interesting account of matters of interest to the society, and of the work at headquarters during recent months, referring to the large amount of work done by the Montreal members of the society.

The council, Mr. Keith stated, takes great interest in the different branches. His visit was at the council's suggestion, with the idea that the secretary's visit to the various branches would give him an opportunity of meeting the branch secretaries and executives, and also many of the members, and result in closer co-operation between branches and headquarters.

Mr. Keith, in referring to the future of the society, stated that the status of the engineering profession is in a state of evolution, changing from the view held in the past to one of greater breadth and usefulness, particularly in regard to its relations to the public. The near future would see the development of a greater fraternal spirit, uniting all engineers in Canada in one great national organization, everybody working together for the welfare of the profession.

W. G. Chace, of the Greater Winnipeg Water District, spoke briefly at the luncheon about the work of the Winnipeg Technical Committee. J. G. Sullivan, of the C.P.R., also made a few interesting remarks. Mr. Keith was introduced to all members present.

Wednesday afternoon was spent seeing points of engineering interest in or near Winnipeg. The Winnipeg Electric Terminal Station, the C.P.R. shops at Weston, and the City Light and Power Terminal Station were visited, and at each place the members were the guests of the management.

A very full programme of entertainment was provided for Mr. Keith for Thursday. In the morning a representative party motored out to Transcona and visited the plant of the Lock Joint Pipe Co. to see the manufacture of 66 in. reinforced concrete pipe for the Winnipeg Aqueduct. The method of reinforcing and the entire process was explained by Mr. Chace. The party also saw the pipe being laid on the section of the big aqueduct east of the Red and Seine rivers. After that, the party visited the Manitoba Agricultural College, where all were the

guests, at luncheon, of the Provincial Government, having as hosts S. C. Oxtan, Deputy Minister of Public Works, and Messrs. Leamy and Bowman of the engineering department. Mr. Oxtan conducted the party through the buildings, particularly the power house and other parts of special engineering interest.

The next visit was to the new Parliament buildings now under construction, also the Law Courts building and power house.

After leaving the Parliament buildings, the party motored to St. Andrews Lock and also visited the plant of the Manitoba Steel Foundries, where they were the guests of Mr. Tirbutt, the managing-director, who later entertained the party at the Motor Club at Lower Fort Garry.

To sum up, a most pleasant two days were spent by Mr. Keith in Winnipeg. He left on Thursday evening for Regina, and on Saturday, August 18th, attended the Annual Summer Meeting of the Saskatchewan Branch, at Moose Jaw, where the following programme had been arranged:—

11.45 a.m.—Rally in front of Canadian Pacific Railway Depot at Moose Jaw. Car ride through city and visit to car barns.

12.30 p.m.—Luncheon at the Royal George Hotel.

1.30 p.m.—Visit to Gordon, Ironside & Fares (packing house), Moose Jaw Brewing Co., etc.

3.00 p.m.—Inspection of Canadian Pacific Railway yards, roundhouse and various civic utilities; also Canadian Northern Railway bridge under construction.

5.00 p.m.—Meetings of various committees in engineer's office, city hall (executive nominating, paper and library).

6.30 p.m.—Dinner at the Royal George Hotel, as guests of the city of Moose Jaw.

8.00 p.m.—Regular meeting in council chamber of city hall. Paper read by W. H. Green, assistant city engineer, Moose Jaw, on "Some Public Utilities."

## OWEN SOUND-HAMILTON HIGHWAY PROPOSED

Deputations from Mount Forest and Fergus, Ont., were present at a luncheon held last week by the Board of Trade Executive Committee of Guelph, Ont., to discuss the proposed county-provincial highway between Owen Sound, Ont., and Hamilton, Ont. The people of the former town are behind the project, wishing to get better connections to Guelph and Hamilton, and promote trade all the way along the line.

The scheme was fully explained by the deputation from Mount Forest, though no figures were given. The route proposed is what was formerly the old Indian trail for teaming between Owen Sound and Hamilton, when Guelph was the chief stopping place. Mount Forest, about 45 miles from Guelph and the same distance from Hamilton, is very much interested in the proposed road.

After hearing the deputation, a committee was appointed from the Guelph board to join with Durham, Arthur, Fergus and other places in holding a meeting at Mount Forest to consider the proposition and prepare facts and figures for submission to the Ontario government. The committee is as follows: G. B. Ryan, chairman; J. M. Taylor, J. W. Lyon, G. Powell Hamilton, George W. Walker, D. M. Sanson, W. M. Burgess, S. D. Parleydge and City Engineer McArthur.