

CANADIAN SOCIETY OF CIVIL ENGINEERS— REGULAR MEETING, APRIL 22nd, 1915.

THE regular programme of the meetings of the Canadian Society of Civil Engineers was varied on the evening of the 22nd instant by having a number of speakers instead of the reading of a long paper. The auditorium was filled and the audience followed the subject with rapt attention until adjournment at 11 o'clock.

The first number was a synopsis of the paper entitled "Tests on the Shearing Resistance of Reinforced Concrete Beams," by E. Brown, A.M.Can.Soc.C.E., H. M. MacKay, M.Can.Soc.C.E., and C. M. Morssen, M. Can. Soc.C.E., which was given by Professor Ernest Brown, one of the authors. By the aid of blackboard sketches, Professor Brown lucidly described the paper in fifteen minutes. The hearty vote of thanks moved by Mr. Robert A. Ross, vice-president of the Society, was an evidence of the appreciation of the skill and interest of Professor Brown.

The remainder of the meeting was devoted to a discussion of "Dry Rot in Timber." Mr. Frederick B. Brown, M.Can.Soc.C.E., introduced the subject in an informal forty-minute address, illustrated by a large number of magnificent lantern slides. His comments were entirely general and made from the engineering point of view, based upon many interesting examples of deterioration in timber construction affecting the structural strength of members. The illustrations described the startling conditions that have been found in hemlock, spruce, white pine and yellow pine.

Following Mr. Brown, Professor Carrie M. Derick, of the Department of Morphological Botany in McGill University, gave the botanist's viewpoint of the growth of timber-destroying fungi. After referring briefly to the cellular structure of wood, Miss Derick described graphically, by the aid of the stereopticon, the manner and effect of the progress of the mycelium through the wood structure. She also gave a great deal of information about the effect of temperature and humidity upon the various varieties of the fungi under discussion. The third speaker was Mr. F. J. Hoxie, of Boston, the special engineer for the Factory Mutual Fire Underwriters' Associations, and well-known author of "Dry Rot in Factory Timbers." Mr. Hoxie drew upon his most extensive experience with factory timbers, while he dealt with the subject under discussion from the standpoint of mill owners. Illustrating his remarks by a number of beautiful slides, Mr. Hoxie went on to give his experiences with the progress and effect of injurious fungi, referring especially to the influence of air temperature, air humidity, and the rosin content of the timber. Mr. Hoxie showed clearly that the deleterious effects are largely independent of the kind of timber and locality. At the conclusion of Mr. Hoxie's remarks, Dr. John S. Bates, M.Can.Soc.C.E., Director of the Forest Products Laboratory of Canada, described briefly the work being done by the Department of the Interior under his direction. Dr. Bates stated that his experience confirmed in a general way the views of his former speakers. The work of his laboratories, however, had not progressed sufficiently to enable him to give conclusive results.

At the conclusion of the remarks of the principal speakers the meeting was thrown open for discussion, which was joined in by Mr. J. A. Jamieson, Mr. W. Chase Thomson and Dr. J. B. Porter, all members of the Society, and the inquiries elicited were replied to by Mr. Hoxie, Professor Derick and Dr. Simon Kirsch. At the conclu-

sion Mr. John Kennedy, the senior Past President of the Society, after a few complimentary remarks, moved a vote of thanks to the various speakers.

The Chairman, Mr. Walter J. Francis, M.Can.Soc.C.E., announced that the meeting would conclude the session of 1914-1915, and expressed the hope that the interest would continue for the series which will begin in September next.

COAST TO COAST

Galt, Ont.—The town of Galt becomes a city on June 1st.

Winnipeg, Man.—Greater Winnipeg is organizing an immense clean-up campaign to take place during the week of May 2nd.

Moose Jaw, Sask.—The overhead bridge spanning the Canadian Pacific Railway lines at Eighth Ave., to the extreme west of the city, was opened for traffic last week.

St. Thomas, Ont.—The London and Port Stanley Railway, at present in the process of being electrified, will be officially opened on June 12th, according to a recent report.

New Hazelton, B.C.—The Grand Trunk Pacific is reported to be taking on a thousand men for the purpose of finishing the ballasting on the main line between Skeena Crossing and New Hazelton.

Toronto, Ont.—The Provincial Department of Public Works is experimenting at present with oil fuel in connection with the power plant in the Parliament Buildings. If results are satisfactory, a complete system may be installed.

Winnipeg, Man.—On the Hudson Bay Railway grading has reached a point 290 miles east of Le Pas. About 2,500 men will be employed upon this work in the course of a few weeks. At the commencement of operations this spring 600 men were employed.

Sudbury, Ont.—It is stated that work on the line of the Sudbury and Copper Cliff Suburban Electric Railway will be recommended next month. Nearly all the grading has been done and most of the ties are in position, while track laying commenced in Sudbury last year. Work was started on May 1st, 1914, and the franchise calls for completion within three years.

Regina, Sask.—Mr. R. O. Wynne-Roberts, consulting engineer to the city, has advocated the installation of an experimental plant for the aerial treatment of sewage with a view to adopting the new method in the existing sewage disposal plant. It is stated that this may be done at little cost, and would preclude the addition of numerous costly filters to meet future demands.

Edmonton, Alta.—About 800 men are at work on the Edmonton, Dunvegan and British Columbia Railway, according to J. D. McArthur. Some 65 miles of road between Spirit River and Big Smokey are now being graded. On the Canadian Central Railway grading is under way on a 50-mile stretch between McLellan and Peace River, about 400 men being employed. This road is now being operated as far as McLellan. On the Alberta and Great Waterways Railway, which branches from the Edmonton, Dunvegan and British Columbia Railway, about 14 miles north of Edmonton, it is expected that grading will be finished as far north as Fort McMurray this season, about 165 miles remaining to be graded. About 1,500 men are now employed on this work.