

chamber? and that this is simply a matter of juggling with names?

The Hamilton apparatus was finally designed in May, 1913, and put in operation in August, 1913, as previously stated, and Mr. MacDonald states he got the idea in 1913, the exact month not being stated, and the design was gotten out in 1914,—rather a remarkable coincidence, to say the least.

In my previous letter in connection with this matter, which was written somewhat hurriedly, I made an error in dictation, and got the relative position of the meta centre and centre of gravity in the device used here misplaced. Fortunately these points were misplaced only in my letter and not in the actual apparatus. The theory of the equilibrium of floating bodies to ensure stability, in other words, to make sure of them floating right side up, is no doubt more or less generally understood by engineers.

JOHN TAYLOR,
of McAllister and Taylor,
General Contractors.

Hamilton, Ont., January 9th, 1919.

TORONTO OFFICIAL SAYS THAT SOLDIERS FAVOR CANALIZING OF THE ST. LAWRENCE

IN a recent issue of the Toronto "Globe," there was printed the following interview with an official of the city of Toronto, whose name was not quoted by the "Globe":—

"Returned soldiers who typify the desirable nation-building element in Canada are dropping into my office for a friendly chat from day to day, and they express doubt as to opportunities for procuring suitable employment when they are released for civilian life.

"They hold to the idea that their employment in the immediate future depends upon the possibilities of a boom in business through Canada sharing in the export of supplies, manufactured and otherwise, for the rehabilitation of Europe. Consideration of failure to finance this business leads these returned soldiers to expect an alternative measure for their employment, and that is a vigorous policy by the Dominion government of public works.

"What appeals strongly to these returned soldiers is a plan by which the Dominion government would declare that if the rehabilitation of Europe does not energize the industrial resources of Canada, the work of canalizing the St. Lawrence route will be continued, and that bonds for financing the work would be offered to the Canadian public.

"Canalizing the St. Lawrence route would also mean development of unlimited electrical energy at the several potential water powers, making possible an early revenue from sale of this energy to manufacturers, and to the railroads, for electrification of the lines between Toronto and eastern points. The amount of coal that would thus be conserved would be considerable."

PUBLICATIONS RECEIVED

DRAINAGE METHODS AND FOUNDATIONS FOR COUNTY ROADS—Issued by the United States Department of Agriculture, as Bulletin 724 of the Bureau of Public Roads. Eighty-six pages and cover, 6" x 9", numerous illustrations. Written by E. W. James, general inspector; Vernon M. Peirce, assistant engineer; and Charles H. Moorefield, senior highway engineer. Two pages are devoted to primary soils, fifteen pages to drainage, six pages to design of surface drainage gutters, four pages to drop inlets and catch basins, eleven pages to sub-drainage, thirty-seven pages to foundations, and eleven pages to notes on specifications. Copies of this publication may be secured from the Superintendent of Documents, Government Printing Office, Washington, D.C., at 20c. per copy.

EASTERN ONTARIO GOOD ROADS ASSOCIATION

Loses Its President, Who Has Moved to Toronto—Resumé
of the Good Work Accomplished Since Last July
By This Energetic Organization

WILLIAM FINDLAY, of Ottawa, Ont., president of the Eastern Ontario Good Roads Association, has severed his Ottawa connections and has moved to Toronto to accept a position as advertising manager of the "Toronto Globe."

Mr. Findlay received his inspiration in good roads work from his late uncle, Andrew Pattullo, publisher of the Woodstock "Sentinel Review," who is said to have been the father of the good roads movement in Ontario.

As a member of the legislature, Mr. Pattullo secured the passage of an act appropriating a million dollars for good roads. Before it was possible to convince the legislature that this act should be passed, it was necessary to bring before the legislature a great many county and township officials. Mr. Findlay acted as secretary of the commission in charge of the production of this evidence.

The act as passed, about 1898, made provision for the abolition of statute labor in townships and for the creation of county roads,

which at the time was a long step in advance in road work. To-day the province contributes 60 per cent. to what are known as county provincial roads; and in the case of the more important roads, the province has taken them over entirely from the counties and has established them as provincial highways.

The provincial highways in Ontario to-day extend from Windsor to the Quebec boundary, from Toronto to the Niagara frontier, and from Ottawa to Prescott; and more will be added.

Coming to the conclusion that Eastern Ontario was backward in designating roads to which the provincial government would contribute, and seeing that counties were developing road systems without any reference to the adjoining counties, Mr. Findlay last July organized the Eastern Ontario Good Roads Association. This association has been recognized by the Ontario government. At its last demonstration, held in Ottawa last September, Sir William Hearst, Hon. Howard Ferguson, Hon. T. W. McGarry, Dr. Preston and other members of the provincial government were in attendance.

As a result of the work of this association, the road along the St. Lawrence and the road from Prescott to Ottawa have been designated as provincial highways, and the following roads were designated as provincial county highways:—

Morrisburg to Ottawa, through a rich farming country; from Point Fortune, on the Quebec boundary, following the Ottawa River through Hawkesbury to Ottawa; from Kingston to Ottawa, through the Rideau lakes country; and from Ottawa to Pembroke and Petawawa military camp.

The association believes that the building and maintenance of leading roads through large centres should be undertaken as a provincial or national measure. The association has secured the passage by every county council within its district of a resolution asking the Ontario government to



WILLIAM FINDLAY