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FLOOD CONTROL AT WINNIPEG

FLLOOD control becomes more and more a problem of the moment as a community becomes settled and property values increase. The article in this issue by Mr. Douglas McLean on proposed flood prevention works near Winnipeg deals with a matter of great importance to that western metropolis and of real concern to the entire country on account of the vast interests dependent upon Winnipeg's welfare.

On the portion of the Red River in the United States, the occurrence of a flood on the average of every six or seven years is a very serious matter both to the large areas of valuable agricultural lands that are inundated and to the many towns and villages situated along the banks of the river. In 1916 the flood damage was estimated at approximately \$20,000,000 in the states of Minnesota, North Dakota and South Dakota. As a result, North Dakota has a Flood Control Commission, a Tri-State Flood Control Association has been at work for the past four years, and the United States government made investigations during the past season and has approached the Manitoba and Dominion governments with a request for Canadian co-operation.

Next year, the year following, or any year may mark the end of the fortunate cycle of meteorological forces which have kept Winnipeg safe from great flood damage during the past 60 years. In addition to the value of the records of past floods which have been accumulated by Mr. McLean during the past 10 years, there is a possibility that his article may anticipate, by a comparatively short period of years, a very serious inundation that will be of more than local interest unless some of the proposed flood prevention works are constructed upon a large scale and in the near future.

FORMER G. T. R. CHIEF NOW A. R. E. A. PRESIDENT

WHEN Mr. H. R. Safford was selected three years ago by the nominating committee of the American Railway Engineering Association as a candidate for the office of second vice-president, that committee intended that his probable subsequent elevation to the presidency of that association would afford Canadian members their periodic representation in that office. Circumstances have prevented the presidency being held this year by a resident of Canada; nevertheless, the many friends whom Mr. Safford acquired during his long residence in Montreal, will still feel that he represents them.

It is a coincidence that Howard G. Kelley, the man who is responsible for Mr. Safford's appointment on the staff of the Grand Trunk, was also at one time the president of the American Railway Engineering Association.

Like many of his predecessors, the new president of the association has grown beyond the limitations of a chief-engineership. His ability to grasp the broader phases of railway transportation is partly natural and partly the consequence of an excellent training in the Illinois Central's engineering department. Mr. Safford has always given freely of his time to engineering associations, both in Canada and the United States, and his election as the new president of the A.R.E.A. is as deserved as it will be popular.

ADOPT THE INSTITUTE'S SCALE!

EMPLYING engineers and other employers of engineers will be well advised to adopt the schedule of salaries advocated by the Toronto Branch of the Engineering Institute of Canada. While the suggested increases in compensation may apparently involve considerable sums in certain cases, it is believed that the extra expense would be more apparent than real, as it is safe to assume that through a restoration of morale and consequent increase in efficiency, through the weeding out of incompetents, and through the certain savings that would result from better design and construction, the total expenditure of any employer for engineering services would be no greater (and perhaps even less) than under the present conditions of generally inadequate salaries.

PUBLIC DEMANDS GOOD ROADS

REPORTS reaching the Federal Highway Council of the United States from all sections of that country show the extent to which the people of this continent are committing themselves to a definite policy of highway development. Despite shortages of both materials and labor, there is no tendency to slow down in plans to place highways upon a higher plane in the system of transportation. Thanks to the automobile, the public has been permanently "sold" on the idea of constructing highways that will release rather than restrict traffic, and the taxpayers are dismissing labor and material problems with curt reminders to their officials that it is "up to them" to deliver the roads. The experiences of the past decade have caused the people to have unbounded faith in the desirability of good roads.

A curious fact in connection with road construction problems at present is that the building of roads is seriously hindered by the same evil which they are designed to remove, namely, lack of transportation. According to authoritative information, production is halted to a greater degree by inadequate transportation facilities than by labor shortage. At least this is true, it is claimed, in the production of materials for road building.

As a result of the divergence between the service highways are called upon to render, and their ability to render that service, the highway from an educational standpoint has become a subject of much greater importance than heretofore. Highway officials are now placing great reliance upon the educational phase of highway work in securing effective and practical co-operation from the public, particularly in rural communities.