

ENGINEERING PROBLEMS OF CANADIAN CORPS FEATURED AT MEETING OF ENGINEERS

Delegates at Convention Had Another Interesting Day—Hear Papers, Had Automobile Drive, Dance and Luncheon—Hampton and Gondola Point Visited Yesterday Afternoon.

The second day of the fifth general professional meeting of the Engineering Institute of Canada was devoted partly to business and partly to pleasure, and judging from the faces of the members they enjoyed every minute of it. The morning session was devoted to business entirely, papers being read by F. A. Bowman, of Halifax, on "Engineering Problems Connected With the Use of Telephone Cables," and V. B. Mackay, of Halifax, on "Heating Problems Produced by Some of the Modern Methods of Building Construction."

At one o'clock the members were the guests of the St. John Board of Trade at luncheon in Bond's. At 2.30 a most interesting paper on Canadian Corps engineering problems during the advance of 1918 was read by R. Fraser Armstrong. At 3.15 automobiles were taken for a trip to Hampton. After tea at the Wayside Inn, Gondola Point was visited, where a pleasant hour was spent in tripping the light fantastic. The party arrived back in the city about 9.30 o'clock.

After luncheon, R. B. Emerson, president of the Board of Trade, extended a welcome on behalf of the Board and business men of the city to the visiting engineers. They represented a department of activity in which the Board of Trade was greatly interested, as it was through the engineers all development must come. Without the aid of the engineers this city could not be made a national port for they must supply the plans for the facilities. The transportation companies must depend on them to keep pace with the growing needs of the country. The great war could not have been successfully won without the aid of the engineers—and the part played in that war by the Canadian engineers was no mean one. Now they were able to turn their thought and abilities once more to the arts of peace. The development of this great Canada in the days to come lay largely in their hands.

He then called on Lieut.-Col. R. W. Leonard, president of the Institute, who said it was a personal pleasure to him to come to St. John and revisit old scenes. On behalf of the Engineering Institute of Canada, he thanked the Board of Trade for its hospitality and kind words. It was rarely that a layman expressed the appreciation of the multiple problems met with by the engineer as had the chairman in his address. He then briefly sketched the history of the organization, which forty years ago was begun as the Canadian Society of Civil Engineers, but a few years ago had been enlarged to take in every branch of engineering and was now known as the Engineering Institute of Canada. He expressed the regret of Mr. Vaughan, Mr. Francis and General Bertram at not being able to be present.

Solving Difficulties.
Dealing with the unrest of the times, the speaker contended that the engineers were the one body who were in a position to deal sanely with these problems. They were not employers of labor, neither were they laborers in the generally accepted meaning of that term today, yet they were in close touch with both capital and labor. They were able to appreciate the claims of labor and the attitude of capital toward these claims. He believed that if both parties would consent to have the engineers act as arbitrators the great majority of these questions could be settled to the satisfaction of all concerned. He referred to the fact that this Institute had been asked to send three delegates to the industrial conference soon to meet in Ottawa, and he believed they could do a great deal of good there.

He next called on His Worship Mayor Hayes, who said he had already been heard twice by the body and he did not propose to inflict a third speech on them, but was pleased to meet with them.

C. C. Kirby, chairman of the St. John Branch, was next called upon. He extended the thanks of the St. John Branch to the Board of Trade for their hospitality. He assured them that the members of this branch were taking a keen interest in all the local problems and were following closely the developments, and served notice on the members of the Common Council present that before long this branch intended to make itself felt and have something to say in civic matters.

J. K. Ganong said the greatest thing in life in his estimation, apart from religion, was achievement, and the spirit of achievement was that of the engineer, the man who was always

looking ahead to getting something done, and whose work in the main was for the bettering of living conditions. F. A. Bowman, chairman of the Halifax Branch, said it gave him great pleasure to be at a gathering of this kind, which in his estimation was a splendid illustration of the spirit of cooperation growing up all over the world. He was especially glad to meet the business men of the community, and every gathering of this kind tended to bring about a better understanding between the business men and the engineers. The Maritime engineers had a group of problems peculiar to this locality, and the discussion of these in convention was bound to aid in arriving at a solution. On behalf of the Nova Scotia Branch, he thanked the Board for its hospitality.

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the troops and the average daily load of supplies was 1,500 tons. During this advance 773 miles of road were repaired and maintained for lorry traffic and 899 miles of dry weather track to keep horse transport off the main roads.

The providing of water was one of the big jobs of the engineers. Approximately 100,000 men and 25,000 horses having to be cared for. During August, September and October, 1918, forty-two pumping stations were erected. Eighty-five water points were established and these were fed by tank lorries. Fifty-five thousand feet of pipe was placed or replaced. Thirty reservoirs of from 8,000 to 18,000 gallons capacity each were constructed. Six thousand lineal feet of horse troughing was placed and forty water tank lorries kept in constant use.

A hearty vote of thanks was extended to Mr. Armstrong for his excellent paper, on motion of C. McE. Steeves.

Automobile Drive.

At 8.15 cars were taken for the drive to Hampton and this proved most enjoyable to every one who was able to take part. The weather man was kind enough to smile on the event and the rain which had fallen

early in the day had only laid the dust. The scenic beauty of the drive made a great impression on the visitors, one gentleman, who has seen Canada from end to end stating that he did not know of any city in the Dominion which had the scenic drives of St. John. Arriving at the Wayside Inn, five o'clock tea was served after which the party proceeded to Gondola Point, where a couple of hours was spent in dancing, the new pavilion providing excellent accommodation for those who wished to indulge. The St. John branch were the hosts at the drive and tea at Hampton, and they proved fine entertainers.

Today will be largely devoted to sightseeing. This morning a trip will be made around the harbor, at one o'clock the members will be the guests of the St. John Dry Dock and Shipbuilding Co. for lunch at Courtenay Bay; at 2.30 there will be a paper by A. R. Crookshank on "Construction of Beacon Bar Wharves," and at 3.30 trips to various manufacturing plants.

Morning Session.
At the morning session F. A. Bowman, M. E. I. C., plant engineer of the Maritime Telegraph and Telephone Co., Halifax, read a valuable paper on engineering problems connected with the use of telephone cables. He said that where thousands of telephones were used in a city, all the wires must be compressed into as small a space as possible and the telephone cable was the result. The transmission power of a telephone was arranged so that any subscriber could use his phone for any length of trunk line calls. The current used was so small that a very small wire could be used to transmit it. He explained that the reason why wires leading into the subscriber's place were twisted was chiefly to prevent induction from the nearby circuits. Wires in cables were insulated from one another by two layers of dry manilla tissue paper wound around them. He said that the speed of electricity was the same as that of light—188,000 feet a second.

Mr. Bowman exhibited some samples of equipment and cables, showing amongst other things the means adopted to prevent dampness effecting the service. He also showed the phones used to protect telephones from damage by lightning or other high potential currents.

He explained how an aerial cable is supported by a steel wire as the weight of the cable would not allow it to be suspended on its own strength in suspending the cables allowance had to be made for all sorts of weather and the added weight of ice and snow arranged for. The speaker also explained how the poles were strung

(Continued on Page 7)



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