

The Canadian Engineer

Established 1893

A Weekly Paper for Canadian Civil Engineers and Contractors

Terms of Subscription, postpaid to any address:

One Year	Six Months	Three Months	Single Copies
\$3.00	\$1.75	\$1.00	10c.

Published every Thursday by

The Monetary Times Printing Co. of Canada, Limited

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Principal Contents of this Issue

	PAGE
Dionic Tester in Waterworks Service, by Joseph Race ..	497
Chlorination, by Chas. A. Jennings	498
Canadian Railways and Canals	501
Effect of Water in Concrete	501
Water Resources of British Columbia	503
Shipbuilding at Halifax	504
Rotary Snow Plow	505
Abolish Open Wells in Municipalities, by W. C. Duncan ..	507
Canadian Shipbuilding Costs	508
Water Towers and Standpipes	509
Dehydrated Contracts	510
Finding Leaks Saves Coal	511
Hydraulically Operated Valves	511
Convention at Atlantic City	512
Toronto Water Filtered and Chlorinated	512
Wide Streets or Subways?	512
New 110,000,000-Gallon Pump at the Chain of Rocks, St. Louis, by L. A. Day	513
Ottawa Works Department Report	515
Government Takes Over Halifax Graving Dock Co.	516
Letters to the Editor	509 & 516
Some Phases of Work in the Distribution Section of the Water Division, St. Louis, by W. A. Foley	517
Conservation of Engineers	518
Personals	520

TORONTO AS A RAILWAY CENTRE

UNDER the above title, the "Toronto Globe" in a recent issue published an editorial urging the Dominion Government to establish the national railway headquarters at Toronto. That city has always been the headquarters of the Canadian Northern Railway, and it would throw many of its citizens out of employment were the headquarters of that road to be moved elsewhere. There is also a great deal to be said in favor of the Globe's argument that Ontario and the West are more favorable to public ownership than are Montreal and the East, and that public sentiment would be advantageous in promoting the interests of state railways, were the headquarters of the latter to be located in Toronto.

On the other hand there are equally strong arguments in favor of Montreal as the headquarters for the national system. If the Grand Trunk Railway be taken over and merged with the Canadian Northern and the Canadian Government Railways, as appears to be the government's intention, more people in Montreal would be thrown out of employment by moving the Grand Trunk headquarters to Toronto, than the number who would suffer by the removal of the Canadian Northern Railway offices to Montreal.

Moreover, the headquarters of the Canadian Pacific Railway will undoubtedly remain at Montreal for many years to come, and it would be very convenient in many

ways to have the headquarters of the big privately owned and the big publicly owned system in the same city. Not only would it prove a convenience to everyone who wished to do business with the two systems, but what is more important, it would be very convenient for the officers of the systems, who would undoubtedly have a very large amount of detailed business to transact with each other daily. Montreal also possesses many other natural advantages as a centre of railway activity, chiefly the fact that it is Canada's main port; railway executives must keep in close touch with shipping.

The "Globe's" editorial is probably the first gun in a battle between Montreal and Toronto for the headquarters of the new national railway system. If the government moves the Grand Trunk from Montreal, it will have to face strong protests from that city. If it moves the Canadian Northern, it will have to deal with equally irate deputations from Toronto. To steer a middle course, the government may establish the headquarters at Ottawa. We have reason to believe that there is a strong tendency on the part of some of the officials of the Canadian Government Railways to advocate the removal of their headquarters from Moncton, N.B., to Ottawa. With the growth of that system, and especially with the taking over of the Canadian Northern, Moncton becomes impossible as a railway centre. Should the move be to Toronto, Montreal or Ottawa?

CHLORINE IN SANITARY SCIENCE

SANITARY science has unquestionably been benefited to a very great extent by the discovery of the uses and accomplishments of chlorine compounds. The curves accompanying the article on "Chlorination," by Mr. C. A. Jennings, published in this issue, prove that chlorine has been a powerful weapon in the fight against typhoid. Mr. Jennings does not attribute all of the reduction in typhoid fever death rates to the use of chlorine for the disinfection of water supplies, because sometimes other preventative sanitary measures have been adopted at about the same time; such measures, for instance, as the pasteurization of the milk supply, the elimination of privy vaults, the following up of typhoid cases to determine their cause and to prevent secondary infections, and swat-the-fly campaigns. Nevertheless, the proper filtration and disinfection of water supplies has certainly been by far the greatest contributing factor in the remarkable reductions in the typhoid death rate which are shown by Mr. Jennings' statistics.

COMPETITION AFTER THE WAR

WHETHER there will be a war after the war, lies in the lap of the gods. Free-trade England is not quite so wedded to Cobdenite theory as in ante-bellum days, and is disposed to carry on an economic offensive against the Central Powers after the signing of peace. The United States has within recent months taken over alien enemy property of a corporate or business character, including the mines, timber limits, wharves and shipping owned by German corporations and individuals. Both the United Kingdom and France realized too late the hold that German finance had secured on vitally important national enterprises; and in both nations, notably in France, there is a determination that German capital with its programme of "peaceful penetration" must not be