

LAKE OF THE WOODS LEVELS.

Leo. G. Denis, writing in "Conservation," the official organ of the Commission of Conservation, says:—

"The recent decision of the International Joint Commission regarding the investigation into the Lake of the Woods water levels is another example of the importance and benefit to be derived from the proper presentation and firm adhesion to our justified contentions in international water-power problems.

"The Commission of Conservation, as in all boundary water questions, took particular interest in the Lake of the Woods case, and it is gratifying to note that practically all the principles contended for have been recognized in the recommendations of the Joint Commission to the governments of the two countries. The conclusions were only reached after a most thorough investigation and study covering a period of three years and including a complete field survey of certain portions of the region affected.

"The effect on the large water-powers of the Winnipeg River is of particular interest to Canada and should prove a strong stimulus to the industrial development of the Winnipeg district. Water power is recognized as a dominant factor and the water level for the Lake of the Woods permits the latter and other lakes to be used as immense regulating reservoirs for the benefit of Winnipeg River water-powers. In this connection it is of interest to note that the Commission of Conservation which, long since, recognized the importance of these water-powers and that proper forest cover should be conserved in their upper waters, has strongly recommended that the Lake of the Woods watershed be set apart as a forest reserve.

"The flood conditions of 1916 strikingly emphasized the urgent need for an efficient co-ordinated system of regulation and control of the waters of this drainage system. This is provided for in the recent report, which also includes the safeguard of the interests of navigation, forests, and others."

ENGINEERS VISIT WINNIPEG AQUEDUCT.

Members of the Manitoba Branch of the Canadian Society of Civil Engineers will inspect the Winnipeg Shoal-Lake aqueduct work on Saturday, July 21st, as the guests of the Winnipeg Water District Commissioners. The excursion is being managed by Mr. W. G. Chace, chief engineer of the work. The trains will leave St. Boniface Station at 8 a.m. Notification has been sent to all the members of the branch by A. W. Smith, secretary-treasurer of the branch, but members of other branches of the Society, who may happen to be in Winnipeg on July 21st are invited to take part in the excursion.

By vote of the executive committee of the American Society of Municipal Improvements, the annual convention of the Society has been postponed one year on account of so many members being, or about to be, on war duty. The convention was to have been held in New Orleans, La., November 12th to 16th, so will likely be held in that city in November, 1918.

The Reid-Waples Contracting Co., of Philadelphia, have converted a touring car into a portable compressor unit for operating a cement gun. The original clutch is retained, which allows the motor to run free from the compressor. When air is required, the clutch pedal is thrown out and the original gear shift brought into play, which permits using three speeds of the engine in compressing air and increases the efficiency of the unit according to the demands made by the extent and character of the work under way.

The council of the city of Los Angeles, Cal., has just adopted specifications for the construction of sanitary sewers within the city which permit the use of concrete sewer pipe. The specifications require the pipe to be mechanically tamped and fed, the aggregates to be carefully selected and graded, and proportioned, one part of cement to three of aggregates. The tests require 15 lbs. hydrostatic pressure held for five minutes without percolation, a 30-lb. fracture test and a 5 per cent. absorption test. These tests are similar to but more severe than those recommended this year by Committee "C4" of the American Society for Testing Materials.

BRITISH COLUMBIA'S SHIPBUILDING.

"The shipbuilding industry is rapidly developing on this coast," said Mr. White, assistant chairman of the Canadian Commission of Conservation, speaking at Victoria recently. "Following the preliminary operations at the Wallace Shipyards, North Vancouver, and the yards of the Cameron Genoa Mills Shipbuilding Company, Victoria, the Foundation Company is preparing for the construction of five vessels at Victoria, the Peter Lyall Company, of Montreal, has taken over the No. 2 yards of the Wallace Shipyards and has several contracts on hand; and negotiations are proceeding for the taking over of the shipbuilding yards of the Grand Trunk Pacific Railway at Prince Rupert by the Union Iron Works, of San Francisco, of the big marine firms on the American Pacific Coast. At present about 40 boats will be built. This industrial activity is important to the welfare of the province.

"Shipbuilding has a direct and favorable bearing on trade and is a favorable factor in provincial development. Only recently British Columbia mills were unable to ship lumber overseas for the lack of bottoms. Construction of ships was started and to date seven have been completed. Most of these are already on the high seas with 1,500,000 feet of lumber each, while the others are either taking on cargo or preparing to do so. Just that much more lumber can be manufactured and shipped, for the business is available if there are transportation facilities."

ELECTRIC RAILWAY WOULD SELL.

The British Columbia Electric Railway have offered to sell their holdings, Mayor McBeath, of Vancouver, said recently. It is said that the company would be willing to accept in payment provincial bonds, bearing interest at a reasonable rate, the provincial government to take over the interurban lines and operate them and the different cities, such as Victoria, Vancouver and New Westminster, to take over the lines within their borders and running out to the suburbs beyond the city limits. The government would take over the light and power plants, supplying power at a fixed rate to the different cities.

Professor Adam Shortt, who will go into the transportation problem as a commission of one, appointed by the provincial government, is expected to reach Victoria this week.

"SCOTIA'S" FIRST STEEL SHIP.

The S.S. War Wasp, the first steel ocean-going steamer built in Nova Scotia, was successfully launched on Monday by the Nova Scotia Steel Company. Work on this vessel was commenced in October last. The boat has a carrying capacity of about 2,000 tons, a displacement when loaded of 2,870 tons and a speed of eleven knots per hour. The dimensions are as follows: Length, between perpendiculars, 220 feet; moulded depth, 20 feet, and beam, 35 feet.

The War Wasp has been sold to the British government. A second vessel, about 25 per cent. larger, is under construction, and a third vessel will occupy the berth vacated by the War Wasp.

BITOSLAG PAVING CONTRACTS.

Among the contracts recently received by the Bitoslag Paving Co. of New York are the following:—Fulton County, Ga., 20,000 yds. for drive west of Lakewood Park; Allegheny County, Pa., 20,000 sq. yds. additional to the 20,000 yds. laid last year; Coatsville, Pa., 25,000 yds.; Mahanoy City, Pa., 30,000 yds.; Homewood Cemetery, Pittsburgh, 3,000 yds.; South Bend, Ind., 30,000 yds. As this pavement is a new type developed within the last few years, the award of these contracts will naturally be of interest to highway engineers.

There was a typographical error in the article on "Cement-Gun Construction Methods," page 28 of last week's issue. The eighth line of the second paragraph should have read, "7/8-inch x 6-inch plank," instead of "7/8-inch x 6-foot plank."