

Recently, a number of Canadian municipal engineers met and discussed the advisability of forming a Canadian society of municipal engineers. When the question was asked why it was necessary to form a distinct society from the Canadian Society of Civil Engineers, the only answer was: "There is not now a national organization for the interchange of ideas and thought." The Canadian Society of Civil Engineers although national in character, is only local and sectional in the matter of discussion of engineering problems.

The Canadian Society of Civil Engineers has grown and developed with each new epoch in Canadian expansion. We believe that there is an opportunity now for further development, and we trust the leaders in the Society will not neglect the opportunity.

THE LOCKOUTS IN GREAT BRITAIN.

The situation in Great Britain, due to the conflict between capital and labor, is developing a crisis which will have an unfortunate effect upon the industrial world.

Some years ago, when strikes and lockouts were frequent in the British Isles, few anticipated the results would be so far-reaching as they were. The manufacturer was unable to compete for foreign trade, orders fell off, and the great army of unemployed increased, and Great Britain saw three years of industrial depression. These unfortunate conditions were accentuated by the political unrest and difficulties of the last eighteen months.

A few months ago things looked brighter, the workshops were busier, the Britisher was entering the foreign markets, and with the return of large orders from foreign countries, trade and shipping became very busy, and courage increased with the prospects of returning good times. Now comes the unwelcome news that lockouts have taken place and strikes are threatened, and it is feared by the shipyard workers, where trouble appears to have originated, that the trouble will extend to many other trades.

Unless the trades and capitalists of Great Britain can quickly give some permanent working arrangement for the adjusting of difficulties, Great Britain will find the retaining of her position of industrial supremacy impossible.

MANUFACTURE OF EXPLOSIVES.

The past year has been a very disastrous one for the high explosive factories. A number of the largest have had one explosion and in some cases two, resulting in the destruction of the factories and the killing of a number of employees.

The Canadian Government secured the services of Capt. A. P. Desborough, a British explosive expert, who is now in Canada, and the Dominion Parliament next session will introduce legislation based upon his recommendations.

Capt. Desborough recommends the establishment of a testing station at Ottawa, at which samples of the explosives manufactured or sold in Canada will be tested. Manufacture or sale may only be proceeded with after the approval of the testing station officials. He is also very desirous of securing legislation placing the control of explosive factories in the hands of the Federal Government, it being felt that the divided control between Federal, Provincial and municipal authorities has in some

measure been responsible for the loose inspection in the past. The securing of a Federal licence, the guarantee of regular Government official inspection, together with the precautionary measures, such as his report will recommend, will make the occupation, to the manufacturer of high explosives, less hazardous.

WATER LEVELS OF THE GREAT LAKES.

The subject of the regulation of the water levels of the Great Lakes is one of first importance, and is one on which many amateurs have advanced theories, numerous and varied. In a recent report issued by the International Waterways Commission much new exact information is given, and over 80 pages of tabulated records of the observations taken are submitted for the study of the Commission and those who wish to arrive at reliable conclusions in reference to this matter.

The importance of deep water on inland lakes and rivers and bays may be appreciated when it is understood that each additional inch of draught to which the large cargo vessels may be loaded adds an additional carrying capacity of 85 tons. At the present time, 19 feet is the safe load limit. If the draught could be increased to 20 or 21 feet, each large freighter would have extra earning power, equal in some cases to 2,000 tons.

Annually, large sums are spent on excavation work along this chain of lakes, and some have suggested that to eliminate this expensive work dams or weirs should be constructed at various points along the lakes and rivers, thus raising and holding uniform the water levels.

One thing the report clearly points out is that it would be an unfortunate experiment, as far as Lake Ontario is concerned, to attempt to raise and regulate the waters of and above Lake Erie. What gains would be made on the Upper Lakes would cause serious loss of navigation on Lake Ontario and the St. Lawrence River.

The report deserves the careful study of those interested in lake navigation.

THE TECHNICAL EDUCATION COMMISSION.

The Royal Commission on Technical Education meet in Toronto on October 4th and 5th, 1910.

What arrangements have the engineers of Toronto made to lay their views on the technical training of men before this national commission?

STEEL CONSTRUCTION TOWERS FOR CONCRETE WORK.

The increasing use of steel in connection with the erection of concrete and reinforced concrete work is well illustrated by the accompanying photograph and drawings of a steel construction tower which was designed, and is being used by the Aberthaw Construction Company, of Boston, Mass., on the new twelve-storey reinforced concrete cotton warehouse which they are erecting for the Massachusetts Cotton Mills at Lowell, Mass.

The excessive waste of lumber in connection with reinforced concrete work makes it imperative that sooner or later steel shall be substituted as far as possible. The towers shown herewith are made up in sections having a total