

# Bird's-eye View of Queenston Power Development

IN the last issue of the "Bulletin" of the Hydro-Electric Power Commission of Ontario, there appeared the accompanying bird's-eye view of the Chippawa-Queenston power development, which was reproduced by courtesy of the "Popular Science Monthly" from a wash-drawing made by that magazine.

On the left of the Niagara river is Ontario; on the right, New York state. The intake at Chippawa is shown; the Welland river, which is being canalized; the control works at Montrose; and the forebay and power-house near Queenston.

Numerous construction views of this work have been shown in past articles in *The Canadian Engineer*, but this is thought to be the first accurate sketch of this kind that has been made showing quite realistically how the finished undertaking will appear. Chief among the articles on this work which have appeared in *The Canadian Engineer* are the following:—

"Progress of Queenston-Chippawa Power Canal," August 28th, 1919; article dealing with the economics and design, June 20th, 1918; description of proposed hydraulic turbines, September 26th, 1918; description of proposed generators, November 21st, 1918.

Although originally designed to develop 300,000 h.p., certain changes in the plans have been effected which will permit the drawing of 15,000 c.f.s. through the power canal, enabling the development of 450,000 h.p.

Contract was let early last year for two 525,000-b.h.p. hydraulic turbines, and specifications and call for tenders are now being issued for two more turbines of the same size. It is rumored that the prices paid for the first two machines was about \$250,000 each.



## AMERICAN ASSOCIATION OF ENGINEERS ENDS DRIVE WITH 10,400 MEMBERS

THE membership of the American Association of Engineers at the close of business December 31st, 1919, was in excess of 10,400, and the determination of that association to obtain 10,000 members before 1920 had been achieved with a large margin to spare. Almost 7,000 applications for membership were received during the month of December.

The results of the membership drive held during December by the association have been finally tabulated. The Buffalo chapter won first prize for clubs having a membership of more than 100, with an increase of 318.4%. For the chapter or club having less than 100 members at the close of the drive, the Ogden (Utah) club won first place with an increase of 209.09%. The prize won by the Buffalo chapter was a silk banner. A gavel for chapter use was awarded to the Ogden club. The three members of the association obtaining the highest number of individual subscriptions were F. P. Obee, of Toledo; J. W. Shera, of Chicago; and Professor Samuel M. P. Dolan, of Oregon State College; who turned in respectively 131, 100, and 66 applications for membership. The prizes awarded these three gentlemen are a life membership in the association, a \$100 set of books, and a \$50 watch.

The chapters which ranked after the Buffalo chapter were Lincoln, Neb., with 310%, the University of Nebraska with 301.9%, and the Toledo chapter with 194%. The largest number of applicants obtained by any chapter during the drive was 474, obtained by the Chicago chapter. The second largest in point of number of applications was the Oregon chapter, with 353. The number of applications obtained by the Buffalo chapter was 242. It is interesting to note that the Lincoln chapter and the University of Nebraska chapter are located in the same city, and that had they been consolidated, the joint chapter would have won first place. The captain of the team (in each chapter and club) which obtained the most applications, will receive a gold watch fob.

The claim of the Ontario Hydro-Electric Power Commission against the Dominion government, the amount involved being about \$1,250,000, has been referred to the Dominion Power Board for report, which will receive consideration by the power sub-committee of the cabinet.

Labor shortage is held responsible for the fact that a great deal of the goods road construction anticipated in the Manitoba program for 1919 remains unaccomplished. The work done last year on Manitoba's roads was 33% less than that done in 1918.