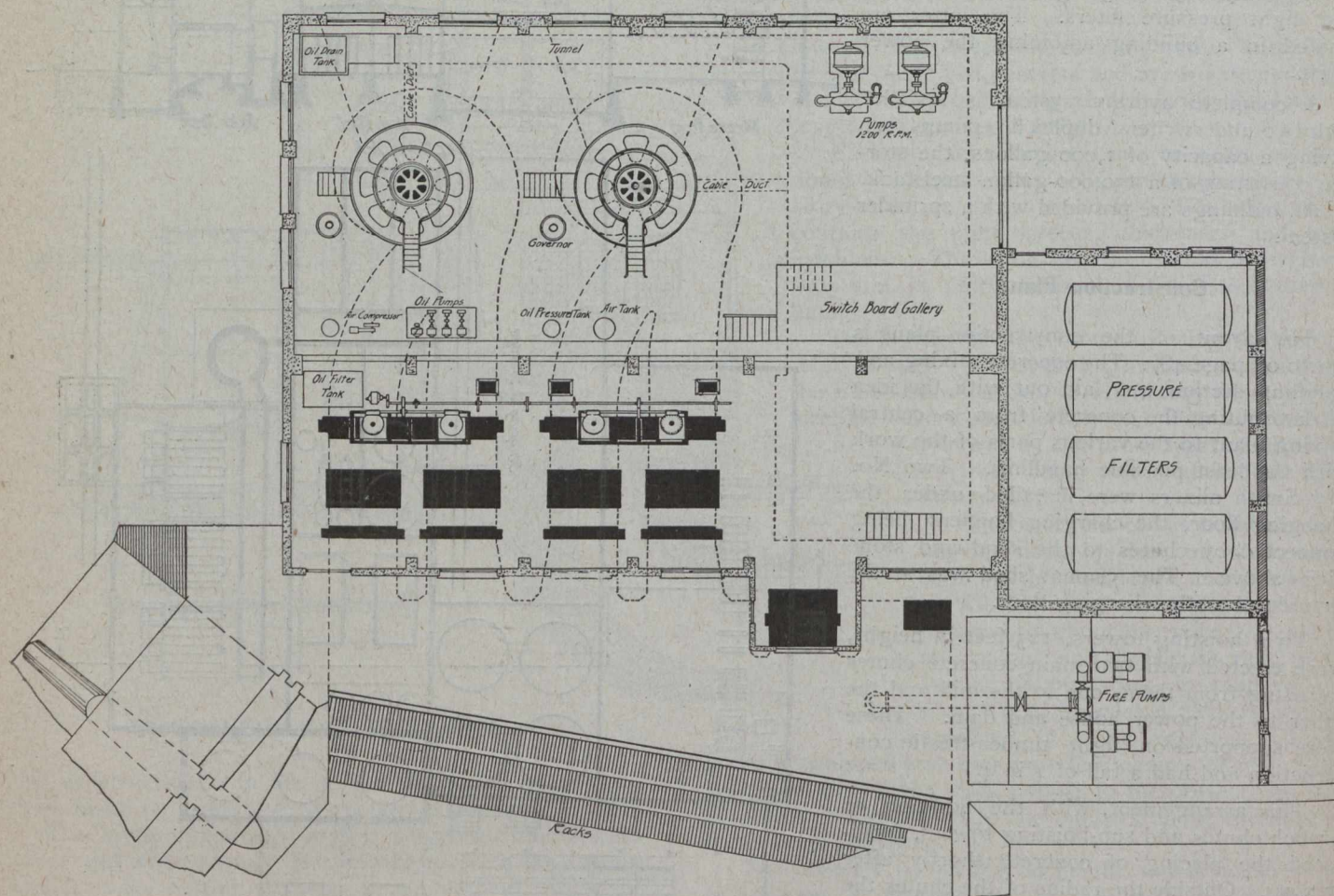


measure due to the use of good clean sand, the facilities provided for quickly conveying the mixture to forms and its protection during the setting period.

All form lumber was cut and dressed on the work. A

Limited, engineering contractors of Peterborough, Ont., under contract from the Mattagami Pulp and Paper Co., Toronto, Ont., of which Mr. Duncan Chisholm is president and Mr. S. R. Armstrong general manager.



Plan of Power House and Filter Plant

saw-mill and woodworking shop having been erected by the contractors at the inception of the work to cut timber cleared off the site, also to provide lumber for the construction of camps, etc.

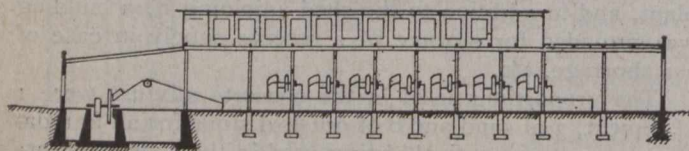
A well-equipped machine shop handled all machinery repairs with a great saving of time owing to the distance from facilities for doing such work. This building also contained an electric plant which provided lighting for camps, etc.

The whole work involved the excavation of about 21,000 cubic yards of rock, 57,000 cubic yards of other

Wm. Kennedy, Jr., M.Can.Soc.C.E., of Montreal, was consulting engineer on the hydraulic development and was represented by Mr. E. Loignon.

On Thursday, December 13, before the Ottawa Branch of the Canadian Society of Civil Engineers, Mr. F. Elcock, works superintendent of the Ottawa Gas Company, will read a paper on "Coal Gas." He will explain the design and operation of coal gas generating plants.

Mr. U. E. Gillen, chairman of the administration board of the Canadian Railway Association for National Defence; Sir George Bury, vice-president Canadian Pacific Railway Company, and W. M. Neal, general secretary of the association, were in New York recently to have a conference with members of the American Railway Association in the endeavor to have them send to Canada the Canadian cars that are now in the United States, or an equivalent number of cars owned by railroads in the United States. The Canadian Railway Association for National Defence pointed out that shippers all over Canada, desirous of shipping news print, pulpwood, hay, lumber and other products, are in difficulties, because the Canadian railways are able to use only American-owned cars for these shipments going to the United States, otherwise Canada would be so drained of cars that she would be unable to move munitions and food supplies for the Allies. As a result of the representations made, promise was secured that the American railways would double their exertions to forward cars to Canada so that those in Canada desiring to ship to the United States might be insured a reasonable car supply.



Section Through Barker Room

materials, placing of 34,000 cubic yards of concrete and 1,000 tons of steel, structural and reinforcing, as well as other material incidental to building construction.

Construction work started with the completion of the spur line about the end of September, 1916, and all work was completed on October 31st, 1917.

The construction of the spur, mill buildings, power house and dam was performed by Morrow & Beatty,