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FORESTS OF BRITISH COLUMBIA

AT no time in the history of Canada has an accurate knowledge of our natural resources been of more vital importance than at present. In view of the keen commercial competition that will surely accompany "reconstruction," and because of the much larger national debt which Canada must now carry, all the efforts of this country must be devoted to the intelligent utilization and conservation of our natural resources.

To this end, accurate knowledge of the extent and character of our resources is of the greatest possible value. Very timely, therefore, is the splendid report on the forests of British Columbia which has just been published by the Commission of Conservation, Ottawa. This report has been prepared by H. N. Whitford and Roland D. Craig under the direction of Clyde Leavitt, chief forester of the Commission. It comprises 390 pages of type matter and tables, 6% by 9% ins., in addition to a 19-page index, numerous inserts bearing half-tone illustrations, and several folded maps.

Part 1 covers geographical, physiographic, climatic and soil relations; land tenure; forest administration on provincial and Dominion lands; forest policy and exploitation; trees and insect injuries.

Part 2 describes the forest resources of the interior of British Columbia, of the coastal belt of the province, and of the province as a whole. Appendices are the timber sale contract form, volume tables compiled by the British Columbia Forest Branch, and a condensed British Columbia log scale.

As the authors point out in the introduction to their report, it is poor economy to attempt to develop any industry for which the basic materials are not available in sufficient quantities to ensure successful operation. In order that industry may be intelligently applied, a knowledge of the natural resources upon which it depends is fundamental.

Through lack of knowledge, the forest resources of Canada have often been described as "illimitable." While the forest resources of British Columbia are vast, constituting one of Canada's most important resources, they are not illimitable, and the report just issued by the Commission of Conservation will aid greatly in their proper conservation. Incidentally, it may be pointed out that the definition of the word "conservation" that has been accepted by the Commission, includes efficient utilization.

Letter to the Editor

METRIC SYSTEM REVISED

Sir,—Referring to my letter re international measures, published in last week's issue of your paper, would you be kind enough to add the following tables:—

PROPOSED TABLES

Length

1,000 mils = 1 inch (131% present inch).
10 inches = 1 metric foot.
3 metric feet = 1 meter (exact).
100 metric feet = 1 chain.
4,800 metric feet = 1 mile (99.4% present mile).

Area

100 square inches = 1 square foot.
9 square feet = 1 square meter (exact).
36,300 square feet = 1 acre (99.7% present acre).

Content

1 cubic inch = 1 ounce.
100 ounces = 1 gallon (82% Imp. and 102% American gal.).
1,000 ounces = 10 gallons = 1 bushel = 1 cubic foot.
27 cubic feet = 1 cubic meter.

Weight

1 cubic inch = 1 ounce.
12 ounces = 1 lb. (98% present pound).
2,000 lbs. = 1 ton.

C. R. COUTLEE,
Department of Public Works.

Ottawa, Ont., July 28th, 1919.

CONSTRUCTION OF WATER-BOUND MACADAM ROADS

(Continued from page 178)

macadam surfaces are damaged by the melting of the snows. It is impossible to hasten drainage in this territory, where the land has practically no slope.

It has been suggested that in the most exposed places, the surface should be rebuilt with a bituminous binder. Where the water crosses the road with a strong current, a local concrete pavement is usually recommended. There are, however, a number of places where the erosion is purely accidental, and in these places it is sufficient to repair the macadam surface in the ordinary way.

We must carefully distinguish between disintegration of macadam and wear. The wear is natural and unavoidable, otherwise we would have roads with permanent surfaces, which is an impossibility. It is therefore not always wise to undertake repairs at the first sign of wear on macadam. At other times, on the other hand, wear can be retarded and life lengthened by the application of certain materials such as bituminous binders, asphaltic oils or even a thin layer of fine, hard gravel. This last proposition especially provides an economical cure for rough surfaces.

Many things can be said regarding the construction and up-keep of water-bound macadam, and an article entering into all the details would involve a regular course in construction work. The writer has treated the subject briefly and only from the point of view of the Province of Quebec.