

taken under the direction of S. A. Cummingford, engineer of the Toronto-Hamilton Highway Commission, but no settlement or other indication of failure could be observed either before or after traffic was allowed over the bridge.

ENGINEERING INSTITUTE'S ANNUAL MEETING

AT Ottawa this week the annual meeting of the Engineering Institute of Canada is being held. A formal meeting was called last month at Montreal in order to comply with the Institute's charter, which requires the annual meeting to be held at Montreal, and after a short session the meeting was adjourned to Ottawa.

The program called for a business session last Tuesday morning, to be followed by luncheon and addresses by the Duke of Devonshire; C. A. Adams, president of the American Institute of Electrical Engineers; and A. D. Flynn, secretary of Engineering Council.

The remainder of the program was as follows:—

Tuesday afternoon, business session, with the president's address at 4 p.m.

Tuesday evening, informal dinner and smoker.

Wednesday morning, completion of unfinished business. "Standards in Engineering," by Capt. R. J. Durley; "Soldiers' Re-establishment," by Major Anthes; "The Development and Future of Aviation in Canada," by M. R. Riddell, chief engineer, Canadian Aeroplanes, Ltd.; luncheon and address by Dr. Ira N. Hollis, representing the American Society of Mechanical Engineers.

Wednesday afternoon, "National Highways and Good Roads," by J. Duchastel, honorary president, Canadian Good Roads Association; "Frazil," by R. N. Wilson, chief engineer, Montreal Light, Heat & Power Co., Ltd.; "Standard Datum Planes in Canada," by W. Bell Dawson, superintendent of Tidal Survey, Department of Naval Service.

Wednesday evening, formal gathering, reception by President.

Thursday morning, topical discussion on the "Economics of Railway Electrification," opened by John Murphy, electrical engineer, Department of Railways and Canals; "Mining and Metallurgy of Cobalt Silver Ore," by Lt.-Col. R. W. Leonard, president, Coniagas Mines. Luncheon and short address by Hon. F. B. Carvell, Minister of Public Works, to be followed by a visit to the New Parliament Buildings.

Thursday, at 4.30 p.m., motion pictures, by B. E. Norrish.

CANADIAN MAPS CATALOGUED

ALL maps of Canadian territory have been catalogued and indexed by the Geographic Board of Canada, Royal Bank Bldg., Ottawa, from whom copies of the catalogue can be obtained. No less than 1,258 maps are indexed, information being given regarding the name and address of the publisher of each map and full particulars regarding the scale and exactly what territory is covered by the map.

The catalogue is divided into five parts, the first, under the title "Dominion," containing all maps more than 400 miles in length or breadth. Provincial and other maps are divided between the other four parts of the catalogue.

Among the maps indexed are those of the Geological Topographical, Hydrographic and Military Surveys. Other maps are those issued by the British Admiralty, the U. S. Coast and Geodetic Survey, the U. S. Hydrographic Office, the U. S. Lake Survey, and the French Hydrographique Surveys, all of which include parts of Canada. Other maps of this country to which reference is made, are found in bulletins or journals of geographical societies and in books of travel and exploration.

R. Ewart Cleaton, president of the Cleaton Co. (Canada) Ltd., presented a moving picture "Coal is King" last Saturday evening before the Sault Ste. Marie branch of the Engineering Institute of Canada.

SALARIES OF CIVIL SERVICE ENGINEERS

IN an effort to get better recognition of the monetary value of services rendered by engineers in government employ, the Engineering Institute of Canada has appointed a committee to meet with the Civil Service Commission for the purpose of discussing salaries of engineers appointed by the Commission. W. F. Tye is chairman of the committee and the other members are past-president H. H. Vaughan and president R. W. Leonard. It is expected that an increase will be accorded to engineers in the Civil Service in the reclassification soon to be made by the Commission, and the committee of the Institute wish to make certain that the increase will be a substantial one, in keeping with the real value of the services rendered.

ARTICLE IN "CANADIAN ENGINEER" FINANCES STRATFORD'S WATER WORKS IMPROVEMENTS

IN a pamphlet issued by the Stratford, (Ont.) Public Utility Commission, the story is told of how an article published in *The Canadian Engineer* enabled the Commission to finance extensive improvements to the city's water works without asking the taxpayers for a cent.

Stratford's raw water supply was fearfully polluted. An entire change of supply was desired. Over \$15,000 was considered necessary to pay for the desired improvements, after considerable difficulty, approval was secured of a \$12,000 expenditure and a by-law was prepared to be submitted to the people.

But here is how the story is told in the Commission's pamphlet:—

"The Canadian Engineer, in writing up an article on the changes, mentioned that the filters would not be needed. (These were six old filters, which the pamphlet says would have been nothing but scrap but for the circumstances here related). This notice brought an inquiry from a Toronto engineering firm for a price on three of the filters and an offer was accepted for these at \$7,600. The other bank of three was sold later (to the same firm) for \$12,000 The by-law passed by the city council has been cancelled and the authority to spend \$12,000 has not been acted upon."

From the sale of the old filters \$19,600 was realized. The improvements to the supply, which made filtration unnecessary and which also resulted in the total elimination of typhoid in Stratford, cost \$18,621.

Another Canadian town needed filters in a hurry. On account of the war and steel shortage, the desired delivery could not be obtained at the time. The town's engineers were—and are—readers of *The Canadian Engineer*. The town got its filters without delay; Stratford got its improvements without expense.

Just one little example of just one phase of the constant usefulness of *The Canadian Engineer* to the engineering industry and to the whole community.

Messrs. Mussels Limited, of Montreal are re-opening their branch office in Toronto. This will be in charge of Mr. Chester F. England and will be located at room 546 Confederation Life Building, 17 Queen St. East. Mr. England was formerly connected with Mr. A. C. Douglas on the wheel pit and tunnel contracts for the Electrical Development Co. and the Ontario Power Co. Following that, he was connected with Cairnie & St. George, Ltd., road contractors, and has latterly been identified with the Foundation Company.