

United States Steel Corporation makes the public statement that the last two weeks of June were the best in its experience since the depression of October. This, in the face of the number of mechanics out of employment in the States, is an indication of improvement which means much.

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Less than two years ago the Canadian Engineer opened an office in Winnipeg, and since the opening of this office we have been able to keep in closer touch with Western news, Western business and engineering works of interest in Western Canada. Our efforts to keep in touch with this half of the Dominion have been appreciated by the engineers, contractors, manufacturers and municipalities and corporations. During this time the business and editorial interests of the Engineer have steadily grown, until now new offices are required. These have been secured in the Nanton Building, and Mr. G. W. Goodall, who is in charge, will be glad to see our readers at any time. Sample copies are always on hand, and a file of the paper is kept in the office. The Engineer has always recognized the importance of Western Canada; for years it was largely an agricultural country only. Now, with its large cities, railways and irrigation ditches, the engineering problems and the construction works, are as large and important as in any other district in Canada, and we hope with our new facilities to cover fully the work in the middle West.

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This week the Engineers' Club, Toronto, are away on their summer outing trip.

The trip includes a visit to Peterboro', an inspection of the Lift Lock, and a sail through the canal and Kawartha Lakes, taking the train for Toronto at Bobcaygeon.

The Club has had many delightful outings, but we anticipate that reports will show this outing surpassed all previous trips. It cannot fail to be enjoyable, this travelling together of good and mutually helpful friends.

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In this week's issue we commence a series of articles on "Sewerage and Sewage Disposal" by Mr. T. Aird Murray, civil engineer, now of Toronto, and late of Leeds and Sheffield, England. Mr. Murray has received a long experience in the class of work in Great Britain over a term of twenty years, having served his articles in a well-known office in Newcastle-on-Tyne at the time when land intermittent filtration was in vogue, and where much of this work was done. Mr. Murray has since been connected with sewerage and sewage disposal both as engineer to the North-Eastern Sanitary Association, England, and as a private counselling engineer for over ten years, and has carried out a large amount of such works, notably for the Sheffield Board in Thurlston District, Yorkshire, and the Shepley and Shelley Joint Sewerage Board of the Warfe Valley, etc. He is the author of several publications on the questions of drainage and sewage disposal, and has since May given several lectures in Canada on the subject.

A KIND WORD FROM DOWN BY THE SEA.

Dear Sir,—I am a subscriber to the Canadian Engineer, and write to say that you are issuing a good paper, and improving every issue, and wish you every success.

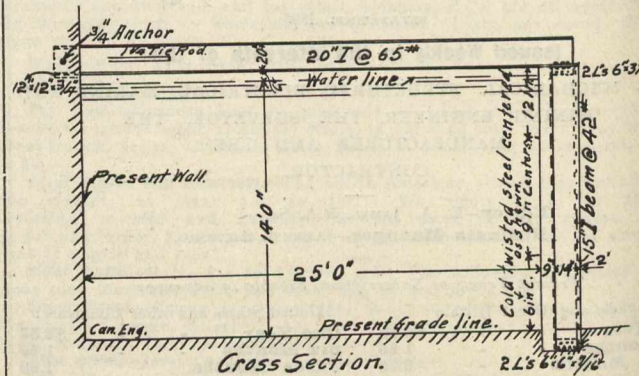
Yours truly,

Truro, July 8th, 1908.

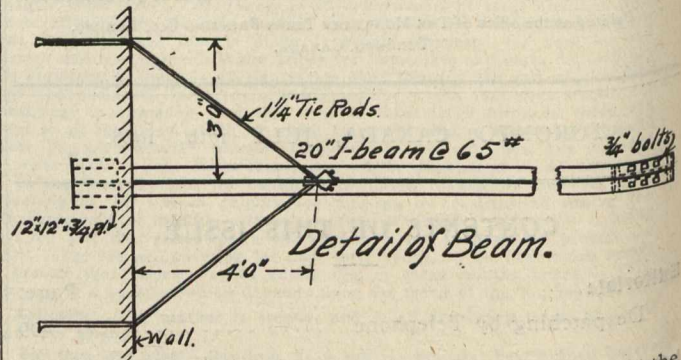
The Peterborough Lubricator Manufacturing Company, with one hundred thousand dollars capital, and head office in Peterboro', has been organized to acquire the Canadian Patent of Automatic Grease Cups, invented by John Francis Lewis, and to manufacture the same, and all kinds of grease cups, lubricating material and to deal in same.

REPLACING A WOODEN FLUME WITH CONCRETE.

For years the Pepperell Manufacturing Company, of Biddeford, Maine, conveyed the water to its turbines through a wooden flume. One side was formed against the mill foundation wall, the other was built up of planks held in place by overhead wooden tie beams and under water iron tie rods extending from the foundation wall across the flume. The entire construction occupied so much space that the possible area of the cross-section was materially reduced, while the resistance of the iron bars to the flow of water was manifest and decidedly objectionable.



To overcome these objections reinforced concrete was recently substituted for the entire construction, the design being made and the work executed by the Aberthaw Construction Company, of Boston, Mass. The new flume wall is about 9 inches thick and 16 feet in height, the flume being 25 feet wide inside. Vertical 15-inch I-beams spaced 8 feet high on centres, imbedded about one foot in the rock bottom and aided by cross ties of 20-inch I-beams riveted to the top of these verticals by means of angle clips on both sides, form a very effective support for the wall. Reinforcement consists of cold twisted bars running both horizontally and vertically, both, of course, being near the outside to resist ten-



sion strains. Additional reinforcement is provided at the wall supports to prevent shearing. The vertical I-beams are covered for protection against rust by a layer of concrete 3 inches thick. The inside ends of the cross tie beams are set into the well about 15 inches, their bearing area being increased by a 12 by 12-inch plate riveted at the bottom. One and one quarter-inch tie rods on both sides set 2 feet into the building wall prevent the water pressure on the flume wall from withdrawing the beam.

It is the intention to plank over the I-beams and use the space as a runway, the beams being of sufficient strength to support a distributed load of 150 pounds per square foot. The bearing area of the verticals is increased by 6 x 6-inch angles securely riveted in anticipation of the load.

The Canadian Weber Gas Engine Company, with offices in the Janes Building, Toronto, is the name of the new company which will soon be incorporated for the purpose of building large high-class engines in Canada. A factory will be built in close proximity of the city and will be thoroughly equipped for the manufacture of their special product. The latest and most up-to-date machine tools will be used by them.