

The Concrete Ship Department estimates the life of the concrete ship without any special protection at several years, and known methods which can now be applied should extend the life several years longer. It believes adequate protection will be developed to insure reasonably permanent life to the concrete ship.

The economy of the concrete ship cannot be determined until we have had experience over a term of years. The estimated cost of the concrete ship at the present time is approximately \$125 per ton dead weight. The cost of a steel ship averages about \$200 per ton, and that of a wood ship, \$165 per ton dead weight.

If proper coatings can be developed to prevent deterioration, the concrete ship should be a competitor of the steel ship. With further experience it is believed the weight of the concrete can be very materially reduced, thus making the cargo capacity more nearly equal to that of the steel ship.

"FLU" DELAYS LEGISLATION DISCUSSION

ON account of the epidemic of "Spanish" influenza, the meeting of the Engineering Institute of Canada, Montreal Branch, which was to have been held last Thursday evening in Montreal, was cancelled by order of the Montreal Board of Health. The meeting would have been the first of the season and had been called to discuss the following questions:—

Is there need for legislation defining the legal status of the engineer, and prohibiting unqualified persons from practising as engineers? If so, what form should such legislation take and how could it be secured?

"The western branches of the Institute have had full discussions on these matters," said Frederick B. Brown, secretary-treasurer of the Montreal Branch in the circular letter calling the meeting; "and it is expected that provincial legislation will be sought in Saskatchewan this year. The matter is important to every member of this branch, and to the Institute.

"Arthur Surveyer, chairman of the Legislation Committee of the Institute, will open the discussion by presenting a statement of the existing situation, and of the proposals now being put forward by sections of our membership, and prominent members of our branch are expected to take part and to present different viewpoints.

"In order to enable the executive committee to prepare a programme, you are requested to notify me by an early mail if you intend to speak, and to state generally whether you approve or disapprove of legislative action. The discussion will be open to all members. Realize that legislation may affect your interests."

Mr. J. C. McIntosh, M.P. for Nanaimo, upon his recent return to Victoria, confirmed the report that the Federal government is to embark on a steel shipbuilding programme on Vancouver Island. The site of the yard, he said, will be somewhere in the Nanaimo district, and the machinery is to be assembled in Victoria. The undertaking will mean the expenditure of over \$15,000,000.

The following is a statement of shipments of ore from Cobalt Station, in pounds, for the week ended October 4, 1918:—

Peterson Lake, 60,000; O'Brien, 64,010; Penn-Canadian, 66,000; National, 76,202; Mining Corporation, 129,389; McKinley Darragh, 211,609; Buffalo, 176,000; Nipissing, 129,502; total, 912,802.

The total shipments since January 1st, now amount to 22,817,435 pounds, or 11,433.7 tons.

GOOD ROADS IN BRITISH COLUMBIA

DELEGATES from all parts of the province attended the annual convention of the Good Roads League of British Columbia, held last month at Penticton, B.C.

The value of tourist traffic was emphasized. It was stated that over \$700,000,000 is spent every year in the United States by tourists. Much of that money is available to people who go after it, and the most important of all methods of securing tourist traffic, is making roads so good that tourists want to motor over them. Over \$7,500,000 has been spent by automobile owners in their travels in the Pacific Northwest, and, with the development of roads in British Columbia, a very much greater sum would be spent there.

The problem of transportation, one speaker pointed out, goes to the very root of the development of the province, and the same speaker further maintained that the provincial government is sympathetically alive to that fact and ready to do everything possible to further the good roads cause.

Among the resolutions passed was one calling for a change in the rule of the road, to make the British Columbia rule conform to that of other provinces. Other resolutions were carried as follows:—

Requesting that a section of road be constructed from Rossland eastward to Trail, Brilliant and Thrums; that the provincial government make an investigation of the feasibility of the various routes for the proposed trans-provincial highway before any action be taken; that all horse-drawn vehicles be obliged to carry lights; that the governments put all alien enemies, interned and otherwise, at work.

Mayor Gale, of Vancouver, pointed out the futility of passing resolutions, if they are not followed up, and suggested that a memorial be framed embodying all the resolutions, and that this memorial be circulated for signatures, in order that the provincial government could be shown that there is a solid electorate back of the roads movement. The mayor's suggestion was adopted.

WAGE INCREASES ON CANADIAN ROADS

Seventy-five thousand stenographers, clerks, office boys, messengers, watchmen, section men and others in the employ of the Canadian railways were granted an increase in wages amounting to more than 22 million dollars a year on the present pay-roll, at a meeting of the Canadian Railway War Board. At the same time, in view of the demands of organized labor, it was ordered that hereafter the eight-hour day shall prevail in all Canadian railway freight sheds. Instead of opening at 7 a.m. and remaining open until 5.30 and 6 o'clock, the sheds will now open at 7.30 o'clock and close at 5 o'clock for five days in the weeks, while on Saturday the closing hour shall be 1 o'clock. This goes into effect October 15.

The meeting at which the two important decisions were reached began at 2.30 in the offices of the Canadian Railway War Board, which by 5 o'clock had made its decision. Following the lines of supplement 7 to general order 27 of the United States Railway Administration, which the Canadian Railway War Board undertook to adopt in Canada on July 15 last, an increase of \$25 per month will be given every employee in the classes referred to. Some of these increases will date from September 1 and some from October 1. This is in lieu of the former somewhat complex scale of increases provided by the McAdoo scheme. Instead of adding a percentage to the wage paid for a certain kind of work on December 31, 1915, the lump sum referred to will be added to the wage paid on January 1 of this year. Slight questions as to the interpretation of the wording of the McAdoo award in this respect still remain to be settled.