

REPORT OF SUB-COMMITTEE D, AMERICAN WOOD-PRESERVERS' ASSOCIATION.

The following abstracts are taken from the report of the above committee, which was submitted at the annual meeting of the association held in New York January 23-25, inclusive.

A number of sub-committees were appointed to work under the main committee. Sub-committee D was instructed to present all information available concerning the use of water-gas tar and oil for treating paving blocks, and, if in their judgment it is warranted, a tentative specification for such oil.

This sub-committee reported in part as follows:—

It was found upon investigation that there are in existence many thousands of square yards of wood-paving that, judging from the chemical analysis of the original oil now in the blocks, had been originally treated either wholly or in greater part with water-gas tar. In view, however, of the specifications and other conditions connected with the treatment and laying of many of these blocks, it did not seem advisable to include them in this report.

We have, however, submitted for your consideration the location, yardage, character of treatment, oil used, present condition, traffic conditions, and in some cases a photograph of a considerable number of streets that are paved with wood blocks that were treated with refined water-gas tar.

With the exception of two cases which are noted, your sub-committee by its personal knowledge is assured that the oil used was refined water-gas tar of the grade represented by the analysis and that the quantity injected per cubic foot was found from the block manufacturers' records to agree with the specifications.

In passing judgment on the serviceability of a material for use in treating paving blocks, your sub-committee feels that there are four features to be considered: (1) Waterproofing value of the material; (2) its preservative value as against decay; (3) permanency of the oil in the blocks; (4) ease and completeness of penetration; (5) its freedom from bleeding.

The waterproofing value of water-gas tar has been quite generally recognized.

As regards the preservative value of the material against decay, your sub-committee would report that it was unable to find any instance of decay in any of the blocks inspected by it, nor was any such decay reported from any of the uninspected work. Since a number of these streets have been in service for over eight years, your sub-committee feels justified in assuming that this feature of the requirements of a proper preservative has been amply fulfilled.

With regard to bleeding, your sub-committee would call particular attention to the fact that, from its inspections, and from the inquiries it made of those having the pavements in charge, there was an entire absence of any complaint from bleeding, not only as to the older pavements, but also on those of very recent construction.

Your sub-committee is convinced, therefore, that as a result of the fulfilment of the foregoing requirements, and in view of the uniformly successful results that were obtained, as evidenced by the examples cited in this report, the refined water-gas tar has demonstrated its value and usefulness as a preservative for wood-paving block.

It therefore recommends to the committee that refined water-gas tar be recognized as a suitable and satis-

factory wood-block preservative, and that the following specifications be submitted to the association for adoption, as a standard specification for this class of material:

Refined Water-Gas Tar for Paving Blocks.—The preservative shall be a refined water-gas tar. It shall comply with the following requirements:

1. It shall contain not more than 3% of water.
2. It shall contain not more than 2% of matter insoluble in benzol and chloroform.
3. The specific gravity of the preservative at 38°/15.5° C. shall not be less than 1.110, nor more than 1.140.
4. The distillates, based on water-free oil, shall be within the following limits: Up to 210° C., not more than 5%; up to 235° C., not more than 15%; up to 315° C., not more than 40%; up to 355° C., not less than 25%.
5. The specific gravity of the total distillate below 355° C. shall not be less than 0.99, nor more than 1.02 at 38°/15.5° C.
6. The foregoing tests shall be made in accordance with the standard methods of the American Wood-Preservers' Association.

REGINA BRANCH OF CANADIAN SOCIETY OF CIVIL ENGINEERS TO WIDEN ITS SCOPE.

The members of the Canadian Society of Civil Engineers resident in Saskatchewan have unanimously decided to extend the scope of the Regina branch of the society so as to include all members of the engineering profession in Saskatchewan and have decided to change the name of the Regina branch to that of Saskatchewan branch.

A meeting for organization was recently held at Regina when the following gentlemen were elected: Chairman, L. A. Thornton, Regina; secretary pro tem, J. N. De Stein, Regina. A nominating and organization committee of five were also elected, composed as follows: L. A. Thornton and H. S. Carpenter, of Regina; G. D. Mackie, of Moosejaw; C. J. Yorath, of Saskatoon, and R. W. Ross, of Melville. This committee will convene in the near future when further organization and the general policy of the branch will be decided upon after sanction of the council of the parent society has been obtained.

A despatch from London, England, states that application will be made to the Treasury for permission to raise capital necessary to complete the irrigation of 500,000 acres of land in the Medicine Hat, Alberta, district, owned by the Southern Alberta Land Company, Canadian Wheatlands, Limited, and the Alberta Land Company. Sir William Plender is receiver for the Southern Alberta Land Company, and among others assisting in the new effort are mentioned Sir Frank Grist, Sir Robert Nivison and A. J. McMillan, who spent several months in Ottawa last summer negotiating with the Canadian Government respecting these interests. The development of land in this territory involves an expensive irrigation scheme requiring a large amount of capital. Over \$5,000,000 has already been spent in construction operations, but the war prevented the raising of additional money to complete the irrigation canal system. Since the outbreak of the war efforts have been made to have the Government take over the project or to interest the Canadian Pacific Railway in the scheme in the hope that the big transportation company might go forward with the work along the same lines as its own project in the same part of the country. However, with the recent improvement in the financial situation, it is evident that an effort will be made to secure capital in England, and the present plan is to raise an additional £1,000,000 if the consent of the Treasury can be secured.