

formation. Engineers are not in the habit of selecting the higher tender except for good and sufficient reasons. When they do the unsuccessful lower tenderer only advertises the defects of his material when he gives publicity to fact that he was beaten. Time and energy expended in complaining of unfair treatment would be much better spent in improving the design, method of construction and reliability of output.

Nor do we think much is gained, but complaining against outside competition. It is the profits, or supposed profits, that encourage competitors. If they do not come from outside places they will soon develop at home. One may, for a time, by special legislation secure some advantages, but they will not be lasting. The man or the company who follows sound business methods, giving value for money received, keeping in touch with recent designs and improvements, will be so busy filling orders that he will not have time to do anything more than congratulate his successful competitor.

### EDITORIAL NOTES.

With this week's issue we add another section, the Winnipeg markets, to our Market Condition page. This week the list furnished is small, but it will be added to from time to time. We will be pleased to receive suggestions from our Western readers as to what items should be added to this list.

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We are told the Quebec Bridge Commissioners were unanimous in their findings. The daily press are not unanimous in their reading of the report. One section says the "Government is responsible," the other "they were not."

### ELECTRIC POWER SUPPLY IN LONDON.

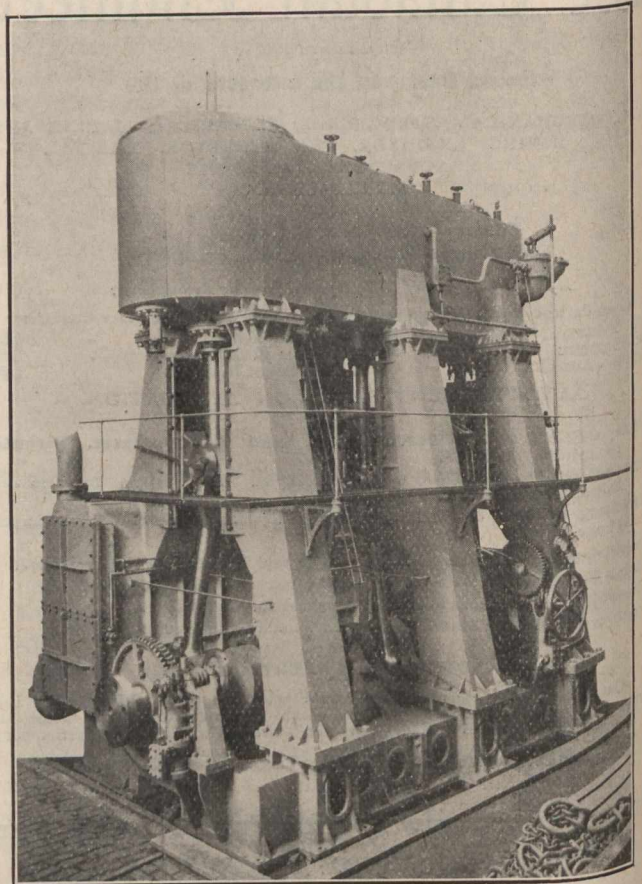
An important proposal will come before Parliament this session dealing with the long drawn out electric power supply question as it affects London. As I have already pointed out, peculiar conditions prevail in the Metropolis, such as are to be found in no other city certainly in Great Britain, nor do I believe many of the great countries of the world. Owing to the division of the County of London into some thirty local governing bodies, with strictly defined areas, the supply of electrical energy has been equally subdivided, a condition of affairs which has been a great handicap both to the supply authority and to the consumer. A further anomaly has been that a company or local authority supplying in one area was forbidden to supply a company or local authority in the next area, even in case of emergency. In view of these circumstances, no surprise has been expressed at the efforts made by outside promoters to get Parliamentary powers overriding those of the existing authorities. Fortunately for the supply authorities already in existence these efforts have been frustrated by some means or other, and at last a scheme has been evolved for putting the whole of the multifarious electric supply undertakings now serving London, under one control and management. The scheme provides for an extended franchise until 1932 or 1952, with modified powers of control by the London County Council, and for the purchase of the joint undertakings by a special authority to be nominated by Parliament.

The little town of Minnedosa, on the Yorkton branch of the C.P.R., is the latest exponent of an ambitious and practicable power scheme to secure local industries. It is stated that the town has entered into an agreement with eastern capitalists to instal power plant of a minimum 600 horse-power, which is to be in operation during the present year for the supply of light and power to the citizens at fixed rates. It is also stated that the Power Company has deposited \$500 as a guarantee of their good faith, and have agreed to purchase the franchise and plant of the Minnedosa Light Company. The timber required for the construction is already on the ground, and it is understood that operations will start immediately on the Little Saskatchewan, where a dam will be formed 1,600 feet long, 25 feet high, flooding an area of 4½ miles. The Provincial Government have ratified the contract made between the city and the company. This makes it possible to carry out the agreement at an early date.

### TRIPLE EXPANSION 3,000 HORSE-POWER VERTICAL ENGINES.

The accompanying illustration shows a high power vertical triple expansion set of engines, constructed at Sunderland, England, for the recently launched steel screw steamer "Rotterdam," operating between Baltimore and Rotterdam.

It will be noted that the go-astern and go-ahead guides are carried on independent back and front columns, and it is stated that the crankshaft is in three interchangeable parts and made of ingot steel. This set of triple expansion en-



gines, with cylinders 28 inches, 46 inches and 77 inches in diameter, respectively, for the high, intermediate and low pressure, has a stroke of 54 inches, and the all-round reversing gear and the turning gear are operated by independent engines.

The steam is supplied from three boilers, each having three furnaces. The boilers are over 15 feet in diameter and 11½ feet long, the nine furnaces to be equipped with forced draught of the Howden system. The steam is taken by the high pressure cylinders of the engines at 180 pounds pressure, and 3,000 horse-power is obtained when operating at a speed of 68 revolutions per minute.

Developing this power the steel screw steamer "Rotterdam" makes 12¾ knots per hour. She is 435 feet long, and has a cargo carrying capacity of eighteen million pounds. It is stated that 2,000 tons of water ballast is carried in a cellular bottom, with a large deep tank, and after peak. Steam steering gear is employed, steam windlasses, as well as an electric plant for supplying current for lighting and small auxiliary motors for ventilating, pumping, and other light service.

The Montreal Board of Trade, having in mind the welfare of the port of Montreal, is petitioning the Government to refuse the building of any bridge across the St. Lawrence below the city which would not have a clearance of 190 feet. The board thought that the original height of the Quebec bridge, 150 feet, was sufficient for any steamer which could safely navigate the river at its present depth, but does not want the Government to permit the building of any bridge in future which would place a limit on the size of ships which the channel may be made to accommodate. The board is of opinion that 190 feet in height may be attained by the funnels of ships which the channel may be made to accommodate in future, and mentions that height as the least the Government should allow.