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KEEP THE CEMENT SACKS AT WORK

ONE empty sack at the cement mill is worth any number of sacks lying idle in dealers' or users' hands, so far as shipment of cement is concerned. Like many other kinds of cotton goods, cement sacks are scarce. If every idle cement sack in the country were returned to the plant from which it was shipped, there would be a considerable relief of the present shortage of sacks.

Besides, cement sacks cost the contractor money,—money which is not working for him as long as he keeps the sacks in his possession and thus makes it impossible for the manufacturer to buy them again.

If a cement plant ships 1,000,000 barrels of cement a year in sacks, 4,000,000 sacks are necessary to take care of these shipments. Under actual conditions, a cement plant at the end of a year finds itself short a very large number of sacks because dealers and users have not returned all that they received. Every year it is necessary to supplement the stock of sacks by purchasing many new ones.

Many building and highway contractors have shown commendable enterprise during the past winter in purchasing and storing large quantities of cement in anticipation of immediate need when the construction season opens. Naturally, this has temporarily prevented the circulation of many cloth sacks, but there are so many empty sacks in users' and dealers' possession that if they were returned to the cement mills the number held out of circulation through storage of cement would be relatively insignificant.

Cement sacks represent an outlay of money until they have been returned for credit. Moreover, if they are not returned promptly, the cement manufacturer must find new containers before he can make deliveries, and this causes an unnecessary waste, because far more containers must be manufactured and used than would actually be necessary if every cement sack were kept at work.

ST. LAWRENCE MUST BE DEVELOPED

AT a recent banquet of the Kingston Board of Trade, H. G. Acres, chief hydraulic engineer of the Hydro-Electric Power Commission of Ontario, said that the development of navigation on the St. Lawrence River between Kingston and Montreal would mean but little for Canada unless power be developed at the same time. Every horsepower, he declared, that is possible to obtain from the St. Lawrence River, must be developed. He predicted that before long there will be a plant at Morrisburg developing 500,000 h.p., and a similar one at the Long Sault Rapids.

A. C. Lewis, secretary-treasurer of the Canadian Deep Waterways and Power Association, made a strong plea for canalization of the St. Lawrence River. He declared that the construction of the new Welland Ship Canal will be futile if the St. Lawrence canal system be not enlarged to permit the passage of ocean-going vessels.

D. B. Hanna, president of the Canadian National Railways, who dealt with some phases of the railway problem, denied the report that the government railway system is to be electrified. Only two small branch lines, he said, are to be electrified at present.

TO RAISE DUTY ON IMPORTED PLANS

MEMBERS of the council of the Royal Architectural Institute of Canada conferred with the Customs Board at Ottawa recently, and requested a revision of the basis of appraisal of imported architectural and engineering plans. The matter will be discussed further with Sir Henry Drayton, Minister of Finance, with a view of obtaining a more correct classification of plans in the tariff schedule.

OTTAWA OFFICE FOR ASSOCIATION C. B. & C. I.

IT has been decided by the executive of the Association of Canadian Building and Construction Industries that the head office of the association should be located at Ottawa. J. Clarke Riley, general secretary of the association, will open an office at an early date at 139½ Sparks St., Ottawa, in the quarters which are now being occupied by the Ottawa branch of the association.

PERSONALS

T. A. SPRATT has been appointed temporary superintendent in charge of all of the roads taken over by the Ottawa Suburban Roads Commission.

A. M. WEST, city engineer of North Vancouver, B.C., has resigned in order to enter business on his own account. Mr. West's resignation will take effect April 15th.

BERTRAM DOWLER has been appointed road superintendent of Gloucester County, Ont. Mr. Dowler recently had the contract for the construction of the new Billings bridge.

DAVID HANNA, chief of surveys and draughting in the roadways department, city of Toronto, has resigned in order to accept a position as superintendent of water works at Windsor, Ont.

J. A. HOUSE has been appointed manager of the Guelph Radial Railway. This railway will be taken over by the Hydro-Electric Power Commission July 1st. Mr. House was appointed upon the recommendation of the commission.

M. J. BUTLER, formerly president of the Engineering Institute of Canada, who recently retired as managing-director of Armstrong-Whitworth Co., Ltd., has been appointed a member of the housing commission at Oakville, Ont.

J. J. TRAILL, assistant professor of hydraulics at the University of Toronto, has resigned in order to accept a position on the hydraulic engineering staff of the Hydro-Electric Power Commission of Ontario. Prof. Traill has been associated with the University of Toronto for 14 years.