

Editorial

WINNIPEG RIVER POWER AND STORAGE INVESTIGATIONS.

In this issue of *The Canadian Engineer* there appears a review of a most valuable report recently issued by the Dominion Water Powers Branch in connection with the power and storage investigations on the Winnipeg River in the Province of Manitoba, which investigations have been carried on for the last three or four years. It may interest many of our readers to know that these investigations were commenced on the advice of prominent consulting engineers of both the United States and Canada, following a reconnaissance trip down the Winnipeg River, and were made necessary because of the Government wanting a well-defined administrative policy evolved covering the physical features of the use of the various falls of the Winnipeg River for power purposes.

When one considers the great agricultural wealth of a province like Manitoba, but which is more or less without fuel resources, and that water is practically the only natural resource within the province for the development of power, the importance of the facts which are brought out by these lengthy investigations will be realized.

It is interesting to find that the net results of the investigations show that the Winnipeg River power situation is a most promising one from both an engineering and an economic standpoint.

COLLECTING HIGHWAY DATA.

Forms are being sent to many of the city and highway engineers throughout Canada, requesting data concerning the construction and maintenance of pavements. This data will be compiled by a committee of thirteen members of the Canadian Society of Civil Engineers. W. A. McLean, Toronto, is chairman of the committee, and G. C. Parker, secretary of the Department of Public Highways, Parliament Buildings, Toronto, is secretary of the committee.

The object is to get full data concerning the construction of pavements of every kind, and then to keep a record of their serviceability as shown by the subsequent annual reports regarding maintenance, traffic, etc.

In order to take into consideration all conditions of climate and traffic, these forms are being sent to many different towns and cities in every part of the Dominion. As there will be a score or more of different pavements to be reported upon, the work will likely involve considerable detailed clerical effort. If successful, the results will be very instructive and may lead to standard specifications for some types of pavements which will enable the engineer to predict, before the pavement is laid, just how many years it will last under any given condition of traffic.

To be successful, however, it is absolutely necessary that complete, careful and intelligent information be furnished by every man who receives these forms, and *The Canadian Engineer* would urge all engineers who are asked to co-operate in this matter, to do so promptly and

fully, in the interest of the advancement of highway engineering.

The questions asked by these forms are published in full upon another page of this issue. Any engineer who does not receive a copy of the official form, and who would like to report from year to year upon any pavement, should correspond with Mr. Parker.

ANOTHER WATER POWERS INVESTIGATION?

Duplication of effort by various government organizations and commissions has frequently resulted in considerable waste of time and money. This overlapping has not been confined to any one political party. It has been more or less prevalent at all times.

With the heavier duties that Canada has undertaken during the past two years, it is important that every possible lesson of efficiency be learned from past mistakes.

Unless *The Canadian Engineer* is misinformed in this matter, the Federal Economic Commission plans to investigate the water powers of the Dominion. Such investigation would seem to be gross waste of effort, unless it is meant to imply that the work that has already been done in that field has not been sufficiently thorough.

Water power investigations have been made by the Dominion Water Powers Branch, and we do not believe that the work of that department has been lacking in any reasonable particular.

Moreover, many of the provincial governments have made considerable headway in similar investigations: Nova Scotia, through the Nova Scotia Water Power Commission; British Columbia, by close co-operation with the Dominion authorities; Ontario, through the Hydro-Electric Power Commission; Quebec, through the Quebec Streams Commission; etc. Besides these, the Commission of Conservation has made various voluminous reports upon the subject; and excellent papers were prepared for the International Engineering Congress at San Francisco last year by various well-known engineers, each one reporting upon the water powers of the province with which he is most familiar.

Does the Federal Economic Commission propose to ignore all this previous work accomplished by experts? If so, why? If not, whom does the commission intend to appoint who is recognized as a hydraulic authority able to review the work previously done, and sufficiently well versed in the theory and practice of hydraulic engineering to be able to reject as invaluable any of the work which these various other bodies have accomplished? If the Federal Economic Commission proposes to delve into engineering investigations of this sort, it will certainly have to add materially to its staff and to its funds.

We hope that our information regarding the commission's plans is incorrect, but anyway we would most respectfully advise the commissioners to reconsider the matter and to devote themselves exclusively to the main purposes for which the commission was created, namely, to handle immigration problems, to increase agricultural production and to improve facilities for marketing farm products.