

fit therein, and being an engineering department, devoted solely to the consideration, planning, construction and maintenance of public works, it would be in a position to serve better the highway needs of the nation than is a bureau subordinate to a department devoted to a work foreign to that of highways.

Of the two agencies,—a highway commission or a Federal department of public works,—the commission has the better opportunity for adoption by Congress and, for practical reasons, we urge advocacy of that form of control rather than of a new cabinet department.

#### Conclusion

For the reasons herein set forth, for the political, economic, military and educational benefits that would accrue, your committee believes that the Federal Government should embark on the construction of a National Highway System.

Such a system should initially be laid out to include 50,000 miles, approximately 2% of the road mileage of the country.

For its control we would recommend the establishment of a National Highway Commission.

### BEATING THE PIRATE

By SIDNEY NEU

THERE is never a gathering of contractors and dealers without a defamatory discussion of "the pirate." Certainly, prices should be maintained and all jobs should be figured with ample allowance for overhead and profit, but it can't be done—"the pirate" gets the business.

The pirate, according to the Standard Dictionary of Contracting Terms, is a third rate mechanic, calling himself a contractor, having an office located in his "Truly Warner," who buys some of his materials second-hand and steals the rest, considers specifications as a thing to be avoided if possible and evaded where necessary, skins the job to the bone, and hasn't even sense enough to make a profit out of the extras, and whose shoestring is just sufficient to keep him two jumps ahead of the sheriff—for a while.

Should this delectable individual really cause worry to a legitimate business man? Is he so strong that the legitimate contractor must descend to his level to stay in business?

Although it is not generally known, there are or have been "pirates" in every line of business. When John Wanamaker started in business there were hundreds of peddlers peddling in Philadelphia. Did John follow their tactics, selling his wares for as much as he could get? He did not; yet John Wanamaker grew and the peddler quit. We still see occasionally itinerant vendors of collar buttons, shoelaces and suspenders, yet the legitimate haberdasher can afford to pay his rent. The legitimate clothier is prosperous in spite of the bargain sales of the department stores.

There are obvious reasons why these legitimate stores survive their pirates. They have something to offer which the public values that the pirate cannot give, and they impress this on the public continuously by advertising. Their advertising creates so much business that there is plenty for them after the pirate has snooped off his little chip.

The legitimate contractor or dealer, if he is really "legitimate," has something to offer that "the pirate" cannot give.

The Canadian Ingersoll-Rand Co., Ltd., recently absorbed the Jenckes Machine Co., Ltd., of Sherbrooke, P.Q., thus putting the Rand company in possession of two plants. The products of the Jenckes plant will continue to be those familiar to customers of the Jenckes Machine Co., including structural and plate work, tanks, penstocks, mining machinery, pulp and paper mill equipment, water wheels, etc. The headquarters of the Canadian Ingersoll-Rand Co., are at 260 St. James St., Montreal.

### LEGISLATION TO PREVENT POLLUTION

Of Boundary Waters, and of Waters Crossing the Boundary, Will be Framed by the International Joint Commission

UNDER the terms of Article IX of the Treaty of January 11th, 1909, the governments of the United States and Canada referred to the International Joint Commission, for investigation and report, the following questions:—

1.—To what extent and by what causes and in what localities have the boundary waters between the United States and Canada been polluted so as to be injurious to the public health and unfit for domestic or other uses?

2.—In what way or manner, whether by construction and operation of suitable drainage canals or plants at convenient points or otherwise, is it possible and advisable to remedy or prevent the pollution of these waters, and by what means or arrangement can the proper construction or operation of remedial or preventive works, or a system or method of rendering these waters sanitary and suitable for domestic and other uses, be best secured and maintained in order to insure the adequate protection and development of all interests involved on both sides of the boundary and to fulfil the obligations undertaken in Article IV of the Waterways Treaty of January 11th, 1909, between the United States and Great Britain, in which it is agreed that the waters therein defined as boundary waters and waters flowing across the boundary shall not be polluted on either side to the injury of health or property on the other?

#### Extensive Investigation

This investigation, in which the Commission had the co-operation and support of the federal, state, and provincial boards of health on both sides of the boundary, involved extensive bacteriological examinations to enable the Commission to answer the first question in the reference.

The second question, as to remedies, involved an examination by sanitary engineers of the existing municipal sewage disposal and water-supply plants on both sides of the boundary, and the working out of plans designed to afford an effective remedy for the pollution found to exist.

The Commission published elaborate reports, prepared by its experts, on both the bacteriological and the engineering sides of the investigation, and also its own annual report to the two governments, containing a summary of the results of the investigation and the Commission's conclusions and recommendations, copies of all of which are available on application to the Commission.

As a result of these recommendations, the United States proposed that Canada should join in requesting the Commission to prepare and submit for the consideration of the governments such rules and regulations as might be necessary to regulate and prohibit pollution of boundary waters and waters crossing the boundary.

The following order-in-council embodies the concurrence of the Dominion Government in the proposed reference:—

#### The Order-in-Council

"The Committee of the Privy Council have had before them a report, dated 15th February, 1919, from the Acting Secretary of State for External affairs, submitting to Your Excellency the final report of the International Joint Commission in the matter of the reference by the United States and the Dominion of Canada relative to the pollution of boundary waters.

"The Minister, in so doing, takes occasion to refer to a despatch from His Majesty's Charge d'Affaires at Washington to Your Excellency, enclosing copy of a note from the United States Secretary of State dealing with the condition of affairs revealed by this report, and especially with the recommendation of the Commissioners that, in order to remedy and prevent the pollution of boundary waters, and to render them sanitary and suitable for domestic purposes and other uses, and to secure adequate protection and development of all interests involved on both sides of the boundary, and to fulfil the obligations undertaken in Article IV of the treaty, it is advisable to confer upon the Inter-