

almost looks as if data were required to estimate the cost of the improvement of our present system of canals, and to compare such cost with the cost of the Georgian Bay Ship Canal. We are told that for the present the engineers are looking for a possible 20-foot canal from Lake Erie to Lake Ontario. A canal of this depth between these lakes would be of little value to Canadian transportation unless the other canals of the Great Lakes system were also enlarged. Already there has been spent on the construction of this system close to one hundred million dollars, and maintenance entails an annual expenditure of one and three-quarter million. To convert a 14-foot waterway into a 20-foot would require a dozen years and perhaps another hundred millions of money, and is a public work that must not be undertaken without a most thorough investigation of conditions and possible requirements of this route in future.

The Georgian Bay Ship Canal if constructed would doubtless be more expensive, yet it would be more to the general advantage to Canadian shipping and Canadian trade if we were to have two canal systems connecting the upper and lower lakes, even if one of the systems only had a 14-foot draught.

Neither the building of the Georgian Bay Ship Canal nor the enlarging of the Great Lakes route should be launched as the design of some crafty politician. Canada has not always been fortunate in the success of schemes promoted by politicians. The Trent Valley Canal, although being constructed at a reasonable figure, the engineering features showing good design, and in some instances unusually high engineering ability, is yet a most wasteful use of public funds. Useless as a national waterway, it is now recognized by two political parties as a dangerous tool in the hands of the party in power. Launched and carried forward as a political scheme it has most lamentably failed.

Any scheme for a Georgian Bay Ship Canal or for the enlargement of the Welland Canal must be treated on its merits. The whole matter must be considered from a business man's standpoint. The cost of construction is but one item, the annual charges, which will not diminish, but increase, must not be under-estimated, nor must the advantages of water transportation be over-estimated. The engineering features of these schemes are not difficult. The engineering profession is always pleased when large construction works are successfully under way, but every time that engineers lend their aid to the launching of unwise ventures and speculative projects they not only injure their own professional reputation, but that of their colleagues. Let the question be thoroughly studied, let our Commissions investigate and report before the error has been made—not after.

THE GAS JOURNAL OF CANADA.

Among the newest of our exchanges is the "Gas Journal of Canada," a monthly publication issued by the Gas Journal Publishing Company, of Toronto, Ont. As a Canadian journal appealing to those interested in gas as a source of light, heat and power it will have a field all its own. It is to be wondered at that this great Canadian industry has been so long without a journal devoted solely to its welfare. In this industry, as in every other, new methods and appliances are continually being brought forward, while the old and long-used are being perfected. With this feature of the industry the "Journal" will especially deal. The news side will not be forgotten, but great attention will be given to the progress of the industry and allied interests.

Simultaneous with the organization of the Canadian Gas Association the "Gas Journal" appears; working together they should be able to do much to improve conditions in the industry which they represent.

EDITORIAL NOTES.

Western Canada sometimes forgets that down by the eastern sea we have an independent Engineering Society. The Nova Scotia Society of Engineers have just concluded their second annual meeting, and their annual report indicates that this year was a successful one. The membership stands at 134, and with a cash balance of almost three hundred dollars the young society commences another year with bright prospects. During the coming year the matter of establishing rooms will likely engage the attention of the members. Permanent headquarters may be secured together with other scientific bodies having headquarters in Halifax.

TO OUR READERS.

If you are coming to Toronto, Montreal or Winnipeg and wish to have your mail forwarded the offices of the Canadian Engineer are at your disposal. Have it addressed to our offices and we will take care of it until you call or ask to have it re-directed.

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