

ship and every vessel they can turn out, and today the building of vessels in this country for the specific purpose of warding off and fighting the submarine peril is being carried on in all the shipyards. And in regard to the building of wooden ships an arrangement has been completed and is being carried out whereby anybody or any company that can undertake to build wooden ships and complete them within a certain time will get an opportunity to do so and will be assured that over and above the cost of building the ships they will have a reasonable profit guaranteed to them."

EDMONTON'S PUBLIC UTILITIES.

A. G. Harrison, city commissioner of Edmonton, Alta., forwards to *The Canadian Engineer* a statement of the results of operation of the public utilities of the city of Edmonton for the year 1916. This statement shows a surplus over all charges, including depreciation, of \$64,788 on electric lighting and power, \$24,410 on waterworks, \$9,570 on telephones, and \$39,430 on power-house (up to June 30th, 1916), making a total surplus of \$138,198. This is reduced however, to a surplus of \$18,601 on account of the deficit of the street railway, which amounted to \$119,597. Mr. Harrison calls attention to the fact that a sinking fund has been maintained to retire the debentures. The street railway is earning 4½ per cent. on the capital invested, and shows a betterment of more than \$16,000 over the year 1915.

ROAD AID IN SASKATCHEWAN.

H. S. Carpenter, deputy minister of highways of the province of Saskatchewan, has informed the secretary-treasurers of all rural municipalities in his province of the passing by the legislature of an Act which grants not less than \$300 and not more than \$600 per annum to each rural municipality for the purpose of assisting in the maintenance and improvement of main roads leading to market towns. The total of such grants paid in any year is not to exceed 80 per cent. of the net revenue received during the previous fiscal year from the fees for automobile licenses. Annual report is to be made to the department as to how the money has been spent.

AMERICAN SOCIETY FOR TESTING MATERIALS.

The twentieth annual meeting of the American Society for Testing Materials will be held June 26th-29th at Atlantic City, N.J. There are to be eight technical sessions, one to be devoted to each of the following eight subjects: (1) Tests and testing, (2) Steel and iron, (3) Non-ferrous metals, (4) Preservative coatings and miscellaneous materials, (5) Cement and concrete, (6) Concrete and lime, (7) Ceramics, (8) Miscellaneous materials. A session will also be devoted to the annual address of the president, and there will also be an organization session, at which reports of committees will be received, election of officers announced, and miscellaneous business conducted.

CREDIT DUE INTERNATIONAL NICKEL.

"Credit should be given where due," says the May Bulletin of the Canadian Mining Institute, "and credit certainly attaches to the International Nickel Corporation for the exercise of a very commendable restraint in maintaining, until within a few weeks ago, the price of nickel at the pre-war figure, notwithstanding that the increased cost of production would have quite warranted an advance in the price of the metal, and that at a time when the demand was abnormally great. Had the corporation taken advantage of the opportunity that offered, it might have increased its profits enormously at the expense, mainly, of Britain and her Allies. Had the International Nickel Corporation happened to be a Canadian concern its policy in this respect would have been acclaimed as a most praiseworthy example of practical patriotism. At any rate, the course it has pursued is in very striking contrast to the greed displayed by some Canadian war profiteers."

AMERICAN PAPERS ON RAILWAY REPORT.

Some of the American engineering papers have expressed editorial views upon the reports submitted by the Canadian Railway Commission. The "Railway Age Gazette" holds the opinion that the Drayton-Acworth plan "would not serve the double purpose for which apparently it is put forward—that of avoiding the dangers incident to government management in a democratic country, and at the same time secure the advantages that are usually conferred by private management."

"While the Drayton-Acworth plan has much merit," continues that journal, "there is great force in some of the criticisms which Mr. Smith makes upon it. Is it not a fact, as he suggests, that a board of trustees created by one parliament may be abolished by a later parliament? A point of hardly less importance is as to how the proposed plan would assure efficiency in management. The first board of trustees would be chosen by parliament. What assurance is there that parliament would select competent men? If the first team were not composed of competent men, those later elected to the board very probably would not be strong men, and who is to call the trustees to account if they do not do their work well?"

"Whichever recommendation may be the more sound," says the Engineering News-Record, "the point to be noted is that both are radical. Desperate cases require desperate methods—especially in war time. The dilemma of our northern neighbor is not without its warning to us. The day is long past when we will make wholesale donations to our railroads, nor are we likely to permit wild cat construction. It is not so certain that other circumstances, controllable or otherwise, may not bring some or all of our roads into equally serious difficulties. Railroads and the public are inseparably linked—at least, in bad fortune."

CAN. SOC. C.E. ELECTIONS AND TRANSFERS.

At a meeting of the council of the Canadian Society of Civil Engineers, held May 15th, the following elections and transfers took place:—

Member—Arthur C. Tagge, Westmount.

Associate Members—Frederick R. Adelhelm, Montreal; William A. Begg, Regina, Sask.; Patrick Burke-Gaffney, Winnipeg; Frank H. Farmer, Winnipeg; William P. Gross, New Westminster, B.C.; Harold G. Phillips, Regina; William C. Rowse, Winnipeg; and John Stewart, Cincinnati, Ohio.

Students—C. W. Boast, Montreal; F. D. Pringle, Hamilton.

Transferred from Associate Member to Member—Paul E. Mercier, Montreal; Thomas S. Scott, Kingston, Ont.

From Junior to Associate Member—Henry C. Craig, St. Catharines, Ont.; William E. Janney, Toronto; Frank S. Milligan, Toronto; Stanley D. Parker, Ottawa.

From Student to Junior—Robert C. McLachlan, Port Nelson, Man.

B.C. GOVERNMENT SUES P.G.E. RAILWAY.

Action against the Pacific Great Eastern Railway Company, the firm of Messrs. Foley, Welch and Stewart, the directors of the railway companies and subsidiary concerns and against the contractor, Mr. P. Welch, has been commenced by the British Columbia government.

As against Messrs. Foley, Welch and Stewart the province seeks judgment to compel them to carry out their personal covenant to build the railway line and telegraph line, repayment to the province of moneys paid by the province on account of the railway company, etc.

Against Messrs. Foley, Welch and Stewart, and also Messrs. Tate, White and Wilson is asked an order cancelling the \$24,960,000 share capital of the Pacific Great Eastern Railway Company, and a declaration that each of the defendants were directly interested in contracts, and, therefore, disqualified to sit as directors.

The province also seeks a judgment that \$12,500,000 of the share capital of the railway company is the property of the Crown in right of the province as security under the Loan Act, 1916.