

# The Canadian Engineer

WEEKLY

ESTABLISHED 1893

VOL. 18.

TORONTO, CANADA, MARCH 11th, 1910.

No. 10

## The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND  
MINING ENGINEER, THE SURVEYOR, THE  
MANUFACTURER, AND THE  
CONTRACTOR.

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Present Terms of Subscription, payable in advance:

Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

Copies Antedating This Issue by Two Months or More, 25 Cents.

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Changes of advertisement copy should reach the Head Office by 10 a.m. Monday preceding the date of publication, except the first issue of the month for which changes of copy should be received at least two weeks prior to publication date.

Printed at the Office of the Monetary Times Printing Co., Limited, Toronto, Canada.

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### THE KENORA ARBITRATION.

The value of undeveloped water power is a question that has been very much discussed, both in Canada and the United States. Elsewhere in this paper will be found a summary of the expert evidence given before the arbitrators in the case of the Hudson Bay Company, the Keewatin Power Company and the town of Kenora. The evidence submitted covered many pages of manuscript, and was drawn out by questions propounded by some of the leading lawyers in practice before the Ontario Bar.

We consider ourselves fortunate in that we are able to secure the services of a prominent consulting engineer to condense this evidence for us, retaining the more substantial definite information produced by the various witnesses.

The evidence given varied as might be expected, because the different witnesses were looking at the situation from different viewpoints, but in every case the reasons for the value placed upon the site are given, and it will be for each of our readers to place his value upon reasons assigned. We had at one time intended stating which parties subpoenaed each witness, but upon our reading the evidence we decided that we would leave that for the reader to answer for himself. From the context and from some of the conclusions arrived at this will not be hard to decide.

It is interesting to note in Mr. Herschell's evidence that he considers that the profit for power has been, and is, declining, and that it is not now the profitable business it was a few years ago.

### CLASSIFICATION ON THE G.T.P.

The Lumsden inquiry at Ottawa is bringing out some interesting facts in connection with classification of material on railroad construction. The reports of the Government and G.T.P. engineers differ very materially. Mr. Woods, assistant chief engineer of the G.T.P., specifies some sixty odd locations in which he considers the over-classification has been very great, but as might be expected, the terms in which he describes these over-classifications are just as elastic as he charges the classification has been. What per cent. of reduction in rock he expects to be made because he has described the cut as classified "too high," it would be hard to learn.

Classification of material on railway work is very seldom a matter of actual measurement. In some cuts it is possible to measure accurately the different materials, but in very many instances this is out of the question.

The resident engineer on railway work must be an arbitrator, and he must be an arbitrator without being arbitrary. It is quite possible for the politician to imagine circumstances and conditions that would make "graft" possible; therefore, it is of the greatest importance that the men selected as resident engineers—the men who