

The Canadian Engineer

ESTABLISHED 1893.

ISSUED WEEKLY in the interests of
CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, RAILROAD,
MINING, MUNICIPAL HYDRAULIC, HIGHWAY AND CONSULTING
ENGINEERS, SURVEYORS, WATERWORKS SUPERINTENDENTS
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Present Terms of Subscription, payable in advance

Postpaid to any address in the Postal Union:

One Year	Six Months	Three Months
\$3.00 (12s.)	\$1.75 (7s.)	\$1.00 (4s.)

Copies Antedating This Issue by More Than One Month, 25 Cents Each.

Copies Antedating This Issue by More Than Six Months, 50 Cents Each.

ADVERTISING RATES ON APPLICATION.

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departments. Cable Address: "ENGINEER, Toronto."

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Goodall, Western Manager.

Address all communications to the Company and not to individuals.
Everything affecting the editorial department should be directed to the
Editor.

The Canadian Engineer absorbed The Canadian Cement and Concrete Review
in 1910.

NOTICE TO ADVERTISERS.

Changes of advertisement copy should reach the Head Office two weeks
before the date of publication, except in cases where proofs are to be
submitted, for which the necessary extra time should be allowed.

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Printed at the Office of The Monetary Times Printing Company
Limited, Toronto, Canada

Vol. 25. TORONTO, CANADA, SEPT. 4, 1913. No. 10

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THE LONG SAULT RAPIDS POWER SCHEME.

One would imagine that the history of the project of the Long Sault Development Company, in so far as it pertains to Canada, has reached its closing chapter. The company's proposal involves the erection of a 3,800-foot dam between Barnhart Island and the north-easterly end of Long Sault Island in the St. Lawrence River, and another, 1,450 feet in length, adjacent to lock 20 of the Cornwall Canal, on the Canadian side, thus requiring the construction of a new channel with a new canal at that point. Its proposal includes the generation of 500,000 h.p. of electrical energy on the American side and of 100,000 h.p. on the Canadian side. The company's many and varied assurances that the development was just what Eastern Ontario needs, were commented upon in *The Canadian Engineer* of October 24, 1912, and were accompanied by a note of caution, toward the safeguarding of Canada's interests.

It is now six years since the company obtained a charter in New York State authorizing it to construct dams and other works at Long Sault Island for the development of electrical energy and the improvement of navigation, but not across the international boundary "unless consented to by the Dominion of Canada." In the meantime a Canadian charter has been diligently and persistently sought, for the widening of the whole project. The granting of it has been pending a report, after most thorough investigation, from the Commission of Conservation. Meanwhile the New York charter was repealed a few months ago, and a special application was presented to the United States Congress, also pending.

The Commission of Conservation has just issued its report, expressing strong disapproval of the scheme. The report is a complete review of the question, and presents no vague impressions. The outcome of it should be a discountenancing of the power scheme by the Dominion Government. It is not for the reason that the company resorted to improper tactics in endeavoring to create an impression in Ontario favorable to the granting of a Canadian charter; or that the company is a small part of a strong financial and commercial organization included in which is the St. Lawrence Securities Company, and back of it the Aluminum Trust. Nor it is because the United States franchise has been discontinued. The commission's report places its finger on the vital point when it emphasizes the likelihood of the proposed development placing enormous difficulties in the way of the imminent enlargement of Canadian navigation facilities. Deeper navigation upon the St. Lawrence will forthwith command the attention of the Dominion Government, and a free hand in the undertaking of such an enterprise must be maintained.

The proposed diversion of water by the dam between the Long Sault Island and Barnhart Island would take from the main navigable channel over one-third of its water. The effect of such a diversion of water from the navigable channel is impossible to estimate. It can, however, be stated with certainty that the navigability of the channel would not be improved by such diversion. The construction of the dams in question would result in compelling navigation (other than by the Cornwall Canal) to follow a new route known as the South Sault Channel. Experienced navigators are of the opinion that this route would be much inferior to that now followed.

From the point of view of benefits accruing to Canada from the proposed power development, the report