

# The Canadian Engineer

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**PRINCIPAL CONTENTS**

	PAGE
2,305,310 H.P. Developed from Water in Canada . . . . .	175
Address by Sir Adam Beck . . . . .	176
Power Development at Drummondville, P.Q. . . . .	177
To Make Wire Rope at Leaside, Ont. . . . .	179
The Engineer's Library . . . . .	180
Wooden Structures in Railroad Engineering, by H. K. Wicksteed . . . . .	181
Letters to the Editor . . . . .	186
Ottawa's New Pumping Plant, by McLaren Hunter . . . . .	187
Some Historical Notes on the Development of Water Power, by Arthur Surveyer . . . . .	189
Geodetic Survey Active During the War . . . . .	189
Salaries of Railroad Engineers . . . . .	190

**INTERNATIONAL JOINT COMMISSION**

RECENT criticisms of the International Joint Commission in connection with the application of the St. Lawrence Power Co. for approval of a submerged dam across the South Sault Channel of the St. Lawrence River, have given much concern to those who are interested in the success of joint commissions for handling international differences. The International Joint Commission has two features of great value:—

- (1) Its permanency, which ensures to its members the advantages of mutual understanding and training in the handling of any national questions.
- (2) Its publicity, getting to the heart of the question on the spot and giving all interested the opportunity of free and open discussion at its hearings.

It is feared that a continuance of unwarranted criticisms, such as have appeared of late, may compromise the future of the commission, and thereby reduce the value of its useful work.

An editorial in one Canadian paper charges former Commissioner Mignault, who is now a member of the Supreme Court of Canada, with "side-stepping" some features of the St. Lawrence Power Co. dispute. It concludes with the following remark (which surely must have given offence to the Canadian members of the commission):—

"On both these counts we cannot see but that the Canadian members of the Joint Waterways Commission were guilty of being overruled (perhaps overawed), by the powerful interests against which they are supposed to be contending for Canada's interest."

What would happen to our Canadian courts if, when decisions were rendered, a cry should be set up in the press that the judges had been "overawed" by powerful interests and that they had shown no regard for their oaths of office?

International tribunals of a permanent character will never make any headway unless they have the confidence of the people of both countries. If they fail to obtain and

hold that confidence, then to continue to maintain them would be simply a waste of public funds. But the irresponsible criticism indulged in by the editors of a few daily papers—editors who have not studied the great and good work effected by the International Joint Commission, and who know nothing of its high ability and ideals—does not mean that the International Joint Commission has lost public confidence. The thinking public in Canada still has every confidence in the commission, although it is thought that the Canadian personnel might be improved by having two engineers and one lawyer on the commission, instead of one engineer and two lawyers. Practically all of the problems before the International Joint Commission are of an engineering nature, and one lawyer should be sufficient to give adequate legal advice.

**CANADA'S WATER POWER DEVELOPMENTS**

ALTHOUGH considerable increase in turbine capacity is shown by the latest census of water-power developments in Canada, as compared with the last previously available figures, we venture to predict that if another census be taken a couple of years from now, that another even greater increase will be revealed, because many proposed extensions and new developments were delayed by the war and will now be undertaken.

The water power resources of Canada constitute an enormous industrial asset, chiefly on account of their strategical location. Most of the great water powers of this country are near industrial centres; conversely, nearly all of our big industrial centres have ample water powers within easy transmission distance.

This is a condition that is not enjoyed by many other countries. In the United States, for example, most of the best water powers are in parts of the country where there is but little industrial development; and where there is the greatest manufacturing activity, the available water powers are comparatively unimportant. It is not surprising that Canada's municipalities and industrial corporations are realizing in a practical manner the economic advantages accruing from the utilization of water power.

**TRADE WITH SOUTH AMERICA**

WHEN more freighters are available for the South American trade, Canada should have a good opportunity of exporting many of her manufactures to at least four of the South American countries," said E. C. Austin, of Toronto, when interviewed by *The Canadian Engineer*.

Mr. Austin, who is a Canadian, has resided for many years in Venezuela and other South American countries and has just returned to Canada. He says that electrical machinery and supplies of all kinds are in great demand, and that the growth of electrical plants throughout South America has been remarkable. He warns Canadian manufacturers in these lines, however, that they will have close competition with the United States exporters, who are closely in touch with the demand.

Among the other products needed is paper of all kinds, particularly newsprint. "Some of the South American countries," says Mr. Austin, "are in much better financial position than is generally known, and the political situation also has greatly improved during the past few years. All of the South American countries now have favorable trade balances."

Mr. Austin thinks that Canadian manufacturers should be able to look first to Venezuela and Brazil. He says that the highest development is yet to come of the countries on the west coast, as, owing to the war, they have not yet received from the Panama Canal all the benefits which they will receive in years to come. Mr. Austin states that the recent extension of one or two of the Canadian chartered banks to South American fields will be of the greatest possible assistance in promoting Canadian trade in those countries, and he believes that other Canadian banks will be induced to open branches there by the increasing importance of the trade.