

MR. SULLIVAN said the government specification was a general specification; this goes very much into detail.

MR. DUGGAN said he was afraid that Mr. Sullivan did not fully understand this specification. This was mostly on the same lines as the Canadian Pacific specification, the Grand Trunk specification, the American Maintenance of Way specification, and the specification of the Dominion Government. There was some difference in practice in matters of loading. This specification, as drawn up, allowed for choice of loading, etc., just exactly as did the Maintenance of Way and the Grand Trunk specifications, and to a certain extent the C.P.R.'s specification. There were some minor changes, but it was simply a matter of codifying the best existing specifications of the day, and with a view to revision of the government specification, which was a little antiquated. He did not think the government would tread on the toes of any railway if it adopted this specification as the standard of good practice, and left the railways free to make it better if they saw fit; but this ought to be the lowest standard.

MR. SULLIVAN said he was speaking in general terms on general principles. The principle of this Society in adopting a certain specification and urging that it be adopted by the railways and by the government was wrong. He had not read the specification, and possibly it was so general that it might not do any harm, but the principle was wrong.

MR. MONSARRAT said with regard to using wooden ties, or a steel floor, or a ballasted floor, there was nothing in the specification to prevent it.

MR. SULLIVAN said he was simply trying to bring out the point that the attempt to get all railways to adopt one specification and agree to it without change was wrong in principle. He belonged to the Maintenance of Way Engineers' Association, and he presumed that 99 per cent. of the work that was done in the grading and building of railroads was in accordance generally with the Association's specification, but he did not think three per cent. of the railroads had adopted that in its entirety without changes. The principle was right to have a specification that would tend to uniformity, but to make that the only standard was wrong.

MR. KENNEDY said they could not pretend to legislate for the whole country, and the putting out of this specification did not tie up anybody.

THE PRESIDENT said in putting out this specification they could only put it forward as the Canadian Society's specification and they could not in any way make any pretense of saying to the Canadian Pacific, the Grand Trunk, or any other road, that that must be their specification. They could adopt any specification. On the other hand, in regard to the Railway Commission, it seemed to him that they must have something to guide them in dealing with the railways, and the better the specification is the better for the railways; that is, the more perfect it is in its get-up the better it is for the railways. This specification has certainly been gotten up by the best bridge engineers in the country, and it seemed to him, from a Railway Commission standpoint, that it would be better they should adopt it, if it were a satisfactory one, (as it should be under the conditions) than that the Railway Commission should appoint some engineer of their own to draw up a specification. The mere fact that this specification was adopted by the Railway Commission could not make it a standard for the railways, although in a certain sense, if it is the Commission's standard the railways must live up to it, although they may go beyond. Therefore, it seemed to him that Mr. Sullivan was hardly clear in his point. The Railway Commission had an undoubted right to get up a specification if they so desire,

and they have the power to enforce it on the railways. His point was this, that if the Railway Commission were going to have a specification, it was better in the interests of all concerned that they have a specification gotten up by this very eminent body of engineers than that they adopt one made by themselves, that they will get better results from this body than from any other body in Canada. They had no power to enforce it on the Railway Commission, but if they wished to adopt it there was no power that can prevent them.

The motion that the report be adopted, and that a committee to carry on the work be appointed by the Council, was put and carried.

Report of the Committee on Conservation.

MR. WHITE did not think any extended remarks were necessary in regard to that.

The matter was brought to the attention of the committee, as would be seen in the initial paragraph, by a letter from Mr. Sauder, dealing with the question of the organization and provision of the necessary staff to gauge streams in Canada. The preliminary portion of the report was somewhat of an academic nature, and then followed a brief statement of what had already been done in the various provinces of Canada.

In Nova Scotia some work had been done by the Commission of Conservation. In New Brunswick the Commission had also done some work, and also the St. John River Commission. In Quebec they had gauges at some of the canals, and gauging had also been done by private concerns. In Ontario they had the Hydro-Electric Commission and also the Department of the Interior, the International Joint Commission, and the Department of Public Works. In the Northwest all the work had been done by two branches, the Department of the Interior supplemented by the Department of Public Works. In British Columbia the work was being done by the Conservation Commission.

He had just run briefly over the work that was being done in the various provinces to show the diverse organizations that were engaged upon this work, and anyone who appreciated the value of this work could see at a glance that it was far better that this work should be concentrated in some shape or form. The committee made a few recommendations, which would be found at the end.

The recommendations in brief were that it would be advisable that this work be concentrated in some shape or form, and that preferably some Dominion organization should undertake the work. But the committee did not make that a recommendation concerning action by the Society. He understood from Mr. Mitchell, who was also a member of the committee, that he had a motion to make in connection with that.

MR. MITCHELL said what he had to propose was not with reference to the continuation of the work of the committee. He thought that should proceed. He thought it was the desire of all the members that the committee's work should continue, because they were charged with the state question of conservation. What the burden of this report had reference to was stream measurement. As they all knew, that was one of the most important features they had to deal with in Canada at the present time, particularly in reference to the development of the country, and as was very evident from the report, and as had been pointed out by Mr. White, there was great confusion in the methods of investigation of stream measure throughout Canada. There were many bodies which were carrying on those investigations, and there was comparatively little uniformity in doing the work,