

## MONTREAL AQUEDUCT PETITION.

Following is the text of the petition handed last week to the city council and board of control of the city of Montreal:—

"To His Worship the Mayor and the members of the Board of Commissioners of the city of Montreal.

"L. N. Senecal, Esq., Secretary.

"and to

"His Worship the Mayor and the members of the city council of the city of Montreal.

"Gentlemen,—

"Under dates of July 29, 1915, and October 7, 1915, the Council of the Canadian Society of Civil Engineers submitted to the mayor and council and to the commissioners of the city of Montreal then in office a recommendation that before further large expenditures were made on the enlargement of the aqueduct or toward the construction of the proposed hydro-electric power house at the pumping station the project should be studied and reported on by a commission of engineers of recognized standing in the profession.

"The Council of the Society communicated with all the engineers who had been named in the reply of Mr. Cote as having reported on the project, and learned that no one of them had studied and reported on it as a whole, but that only isolated portions of the work had been submitted to them for consideration.

"*The Canadian Engineer*, in its issue of November 11, 1915, published a comprehensive article in which it gave the history of the various enlargements of the aqueduct which have been considered, the estimated cost of the different proposals, and the approximate amounts which had been expended up to that time. It also gave the estimated probable expenditures still necessary to complete the enlargement of the aqueduct, the construction of intake and controlling works, the bridges and drains across the aqueduct and the building and equipping of the power house and pumping station. The data for the article were said to have been obtained from the engineers of the city, and the conclusions drawn as to the ultimate cost of the works appear reasonable. Unless the figures of cost given in the above-mentioned article are very far astray it would seem wise to re-consider the whole project and perhaps to modify it greatly.

"The opinion is quite generally held by local engineers having some knowledge of the work, but by no means full knowledge, that the proposed enlargement of the aqueduct and development of hydro-electric power sufficient to do the lighting of the city and to pump its water is not a project which could be recommended from an economic point of view.

"When the Council of the Canadian Society of Civil Engineers made its recommendation, many members were firmly of the opinion that:—

"(1) No thorough study had ever been made of the cost and economic value of the great enlargement of the aqueduct now proposed and of its attendant works.

"(2) No complete design had ever been prepared for the power house and its equipment or for the intake and controlling works, and only approximate estimates had been made of the cost of these very important and costly portions of the work.

"(3) The original estimates submitted by the engineers of the city were inadequate and the work as it progressed was costing far in excess of these original estimates.

"(4) The project as a whole had never been studied and reported on by independent or disinterested engineers.

"In view of all the circumstances, and particularly because of the fact that all the engineers named by Mr. Cote deny in writing the statement attributed to them that they approved of the project, we, the subscribing engineers, endorse and repeat the recommendation of the Council of the Canadian Society of Civil Engineers, and respectfully urge that a commission of prominent engineers, specially qualified to pass judgment on the project, be retained to make a comprehensive study and report upon the cost of the work as now projected, and to advise to what extent, if at all, the project may to advantage be modified or changed.  
"Montreal, April 20th, 1916."

The petition was signed by the following Montreal engineers:—

Sir John Kennedy, consulting engineer; Ernest Marceau, superintendent-engineer, canals of the province of Quebec; Herbert Wallis, M.Inst.C.E., M.Inst.Mech.E.; K. W. Blackwell, vice-president, Canadian Steel Foundries; Phelps Johnson, president, St. Lawrence Bridge Co.; J. A. Jamieson, consulting engineer; Henry Holgate, consulting engineer; M. J. Butler, director, Armstrong, Whitworth of Canada; G. H. Duggan, general manager, Dominion Bridge Co.; R. A. Ross, consulting engineer; C. N. Monsarrat, chairman and chief engineer, Quebec Bridge Commission; Walter J. Francis, consulting engineer; Arthur Surveyer, consulting engineer; C. H. McLeod, consulting engineer and secretary of the Canadian Society of Civil Engineers; John B. Porter, consulting engineer and professor of Mining Engineering, McGill University; W. Chase Thomson, consulting engineer; H. M. MacKay, professor of Civil Engineering, McGill University; E. Brown, professor of applied mechanics and hydraulics, McGill University; H. O. Keay, professor of transportation, McGill University; G. R. Heckle, engineer and contractor; H. P. Borden, member Quebec Bridge Commission; James S. Costigan, consulting engineer; J. M. Robertson, consulting engineer; C. Lelau, professor at Laval University and consulting engineer; William McNab, valuation engineer, Grand Trunk Railway System; H. H. Vaughan, third vice-president, Dominion Bridge Co.; H. M. Jaquays, works manager, Steel Company of Canada; W. F. Angus, vice-president, Canadian Steel Foundries, Limited; R. J. Durley, consulting engineer; L. A. Herdt, professor of electrical engineering, McGill University, and member of the Montreal Electrical Service Commission; Alex. Pringle, consulting engineer.

Engineers employed by the various Montreal power companies were not allowed to sign the petition because Mayor Martin attributed the previous petitions to selfish interests on the part of the local power concerns, and the signers wished to make impossible such a charge in connection with the above petition.

The Scottish railway companies recently gave public notice that from March 20 the rate from Caledonian and North British stations to other stations in Scotland would, where they are not already at the maximum, be raised to the maximum, less 10 per cent.