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U.S.A. AND THE QUEBEC BRIDGE

United States Consul W. Roderick Dorsey, of Quebec, P.Q., is impressed with the credit due the United States in the construction of the Quebec Bridge. In a letter dated October 3rd, addressed to the Department of Commerce at Washington, D.C., which that department printed in its official "Commerce Reports" for Monday, October 15th, Consul Dorsey says:—

"The United States has played an important rôle in the successful carrying out of the (Quebec Bridge) project. Much material and skill that went into the work originated across the border. One great steel plant in the United States is said to have manufactured all structural steel shapes, plates, and bars, including carbon and nickel steel, while another American company supplied the reinforcement used in the concrete sidewalks. The chief engineer during the construction of the cantilevers was an American, and both the engineer of construction and the superintendent of erection throughout the work, as well as several assistant engineers and skilled mechanics, were citizens of the United States."

We quite understand Consul Dorsey's pride in the enterprise. There is no doubt but that much material for the Quebec Bridge came from the United States; and many of the workmen were United States citizens. United States engineering firms and United States engineers have played a greater or lesser part in very many great Canadian enterprises. Geographically, that is only natural. The methods, ideals, capabilities and aims of United States engineers and engineering firms are very similar to those of Canada, and it is but natural that they should work side by side with us. As our allies and our brothers

in the advancement of civilization, we welcome their aid and co-operation at any and all times, but they can hardly claim the degree of credit for the Quebec Bridge which Consul Dorsey implies. Assistance was indeed rendered, but no one appreciates better than the United States engineers that the part which they played in the Quebec Bridge was purely a matter of assistance. The Quebec Bridge is a Canadian engineering project, beyond question.

The chief engineer, Mr. George Herrick Duggan, is not an American, as stated by Consul Dorsey, but, as is well known, is a Canadian born and bred. Mr. Phelps Johnson and Mr. Duggan are the men who are the responsible heads of the Quebec Bridge design and construction. Working under the direction of Mr. Phelps Johnson as the executive head, Mr. Duggan was the chief engineer of the enterprise in every meaning of the title, and to him must go the engineering credit for the bold and successful carrying out of Mr. Johnson's K-truss system.

C.N.R. PURCHASE

Official information has reached *The Canadian Engineer* that a maximum limit will be set by the government upon the amount which the arbitrators may pay for the Canadian Northern Railway Company's shares to be acquired under the act passed at the recent session of parliament. Should the arbitrators award a larger amount than the maximum named in the agreement, Mackenzie & Mann will either accept the maximum or further reference to parliament may be allowed. The agreement in which this amount is stipulated has not yet been finally approved by the government, but daily newspaper reports from Ottawa state that the maximum is \$10,000,000, and that the draft order-in-council has been prepared and awaits ratification by the Cabinet.

Readers of this paper will no doubt recall that our chief objection to the government's plan of taking over the C.N.R. was the fact that no maximum limit was placed on the amount which the arbitrators could award, yet the award of the arbitrators was to be positively binding upon the country, without any recourse whatever, provided that the award were unanimous. This would have been dangerous legislation. There appeared to be no reason why a maximum limit should not be set, and *The Canadian Engineer* urged persistently that such a maximum limit should be placed in the agreement. Now that this has been done, the whole character of the legislation is materially improved, and if a reasonable maximum limit is placed upon the arbitration, the purchase of the railroad by the government will, we believe, meet with almost universal approval, especially if such a low maximum figure as \$10,000,000 is satisfactory to the C.N.R. interests.

Whatever amount may be named in the agreement, the arbitrators may decide that Mackenzie & Mann have very little or no equity in the railroad, and to name a maximum limit does not mean that the arbitrators are going to award that amount. Moreover, it would not seem to be fair to Mackenzie & Mann to hinder the work of the arbitrators by placing what might prove to be a foolishly low limit upon the value of the Mackenzie & Mann equity. While the C.N.R. interests should not desire to cut any melon in this purchase, on the other hand, there is no reason why the government should acquire the railway over the bargain counter. Any equity that Mackenzie &