

# The Canadian Engineer

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## ST. MARY'S AND MILK RIVERS CASE

THE International Joint Commission met in Ottawa last Monday to discuss the St. Mary's and Milk Rivers case, which seriously affects irrigation projects in Alberta and Montana. The headwaters of both of these rivers are in Montana, but they both flow across the border to Alberta. The St. Mary's River empties into the Saskatchewan, but the Milk River returns to Montana. The case to be settled is whether either Alberta or Montana has the right to divert the waters of either of these rivers, and if so to what extent. This case differs from others previously argued before the International Joint Commission in that it deals with rivers crossing the international boundary rather than with rivers forming a part of the boundary. All previous cases before the commission have dealt with rivers such as the Niagara, St. Clair, etc., which flow along the boundary, but the commission has decided that it is equally within its province to deal with the distribution of water from streams crossing the boundary.

## MR. MAGRATH AS POSSIBLE AMBASSADOR

AMONG the names suggested for the post of Canadian ambassador to the United States, the daily newspapers have prominently mentioned C. A. Magrath, chairman of the Canadian section of the International Joint Commission. The Dominion government could, undoubtedly, seek far without discovering many men as well qualified for such a position as is Mr. Magrath. His experience in the highly diplomatic post which he now holds, and as the country's fuel controller, well qualifies him for the new post. His work on the International Joint Commission has been characterized by ability of the very highest order. He has been faced with many

extremely difficult situations, all of which have been handled in the best possible interests of the country and with an extraordinary degree of tact.

Mr. Magrath knows Canada. He has had experience in provincial and Dominion politics, and as a surveyor and civil engineer he has acquired an intimate knowledge of every part of the Dominion, including not only the more populous districts but also those undeveloped portions of the country which are best known by surveyors.

Mr. Magrath has a dominating personality, an impressive physique and an education considerably superior to that of most men in public life. His choice would be a fortunate one for the Dominion and would certainly meet with the approval of all engineers throughout Canada who know the many pitfalls around which Mr. Magrath has so ably guided the International Joint Commission.

## A SELF-CONSTITUTED WATERWAYS ASSOCIATION

BUSINESS firms in Toronto have been circularized by J. H. Duthie, secretary of the "National Waterways Association of Canada," and urged to join his association—at five dollars per annum. Mr. Duthie's letter claims that "for the past ten years a systematic publicity campaign has been carried on in Canada and in the United States by members of his association, urging the construction of a deep waterway from the great lakes to the sea by way of the St. Lawrence River, and, as a result thereof, the question has now become one of international concern." The reader should note that Mr. Duthie does not claim that his association has been at work for ten years,—in fact, he has admitted to *The Canadian Engineer* that it was very recently organized—but he states that members of it have been at work, and makes the modest claim that the international attention now being given to the canalization of the St. Lawrence is the result of his efforts and those of his fellow-members in this new association.

Enclosed with Mr. Duthie's letter is a suggestively convenient membership blank which begins with the words, "Enclosed find cheque for five dollars," and he intimates in his letter that the time has arrived when those who will benefit from the completion of the deep waterway to the sea should do their part by getting out their cheque-books and obeying his injunction to "Make all cheques payable to the National Waterways Association."

The names of no officials excepting Mr. Duthie, as secretary, and Dr. E. Herbert Adams, as chairman of the organization committee, are given on Mr. Duthie's literature now being circulated. When asked for names of other officials, Mr. Duthie replied that they had not been elected. He admitted that his association has not received the official endorsement of any municipality, nor that of the Hydro-Electric Power Commission.

To both Dr. Adams and Mr. Duthie, *The Canadian Engineer* pointed out that there is already in existence an officially organized Canadian Deep Waterways and Power Association, and that the formation of another association would seem unnecessary and inadvisable. Strenuous objection to this viewpoint was expressed by both gentlemen. Mr. Duthie claimed that the Canadian Deep Waterways and Power Association is self-constituted just as much as is his own association, and that it is not an official organization.

That our readers and the general public may judge of the relative standing and prestige of the two organizations, it should be stated that Sir Adam Beck and Mayor Church, of Toronto, are the honorary vice-presidents of the Canadian Deep Waterways and Power Association, and the active vice-presidents are: E. L. Cousins, manager Toronto Harbor Commission; Geo. J. Guy, chairman Hamilton Harbor Commission; Geo. A. Graham, of the Fort William Board of Trade; and T. R. Deacon, formerly mayor of Winnipeg. The president of the Canadian Deep Waterways and Power Association is O. E. Fleming, K.C., former mayor of Windsor, and the honorary president is W. M. German, K.C., formerly a mem-