

The Canadian Engineer

WEEKLY

ESTABLISHED 1893.

VOL. 19.

TORONTO, CANADA, JULY 28th, 1910.

No. 4.

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Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND
MINING ENGINEER, THE SURVEYOR, THE
MANUFACTURER, AND THE
CONTRACTOR.

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Present Terms of Subscription, payable in advance:

Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

Copies Antedating This Issue by Two Months or More, 25 Cents.

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Changes of advertisement copy should reach the Head Office by 10 a.m. Friday preceding the date of publication, except in cases where proofs are to be mailed to distant points, for which due time should be allowed.

Printed at the Office of The Monetary Times Printing Company, Limited, Toronto, Canada.

Index of this
issue will be
found on page
112.

GOOD ROADS FOR THE WEST.

The Good Roads Association of Western Canada have just concluded a Good Roads Convention in Winnipeg.

Western Canada, with her great areas of prairie country without rock or gravel, find road-making a difficult problem. The split-log drag has been used with good effect on the Western roads, and, considering the cost of road metal, it is doubtful if, for some time to come, anything will be found more suitable for the rural roads in Western localities.

Western Canada has spread over that great district miles and miles of a telephone system. This telephone system as supplemented by good roads will do much to

build up homes on the prairie and make habitable the year around, districts, that in the past, have only been populated during the summer months.

THE GRAND TRUNK STRIKE.

The threatened strike of the Grand Trunk trainmen commenced on July 26th. It is unfortunate that the difference of opinion between employer and employee was not amicably settled. A railway operating three and a half thousand miles and carrying each month a million passengers and a million and a quarter tons of freight cannot cease to operate without inconveniencing a great body of the community, to say nothing of the loss of money to their Board of Directors and to the employees.

Disturbances of business and loss to individuals and the country has led the community to look to the Dominion Government to make an effort to settle the disturbance.

An investigation of the dispute by a Board of Conciliation resulted in an award which it was hoped would be acceptable to both parties. The award did not meet the views of either the men nor the company, and, although it called for a considerable increase in the men's wages, yet there were certain schedules and conditions contained in the way that the men did not think went far enough.

PENSION PLANS ON RAILWAYS.

The large Canadian railways have been generous in the arrangement of their pension list. Faithful employees, after long years of service, or men incapacitated in the service of the railways have been generously dealt with by the management.

In the recent G.T.R. strike many of the older men were much opposed to the strike because it meant the losing of their pension should they quit the company's service. Some men who in a few months would be entitled to a pension of \$15 per month, felt they were in duty bound to leave the company's service. It seems unfortunate that these older men should have to sacrifice so much to meet the demands of the younger and more restless in the service. On the other hand, the railways doubtless had in mind such situations as arise from strikes when they provided for a pension list.

The Minneapolis, St. Paul and Sault Ste. Marie Railroad have recently adopted a pension system, the principal features of which are somewhat unusual. No employee is to receive less than \$15 per month pension, but the basis on which pensions are paid is one per cent. for each year that the employee has been in service, so it will be seen that the railways have been generous in their minimum pension. It is also provided that the employees shall not be required to pay into the general pension fund. Sixty-five years is the age limit, but if a