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The Canadian Engineer.

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All editorial correspondence should be addressed to the Montreal Office.

PRESSURE on our advertising space this month has compelled us to hold over a quantity of news and editorial matter. This we hope to remedy for the future by an enlargement of the paper.

INTENDING advertisers will do well to read the article headed "Ourselves as others see us." Next month begins our second volume, and the initial number of the new year will be an interesting issue. Among other illustrations there will be portraits of the officers and members of the Canadian Society of Civil Engineers, with views of their headquarters, etc. The CANADIAN ENGINEER will next month be permanently enlarged by four pages.

AMERICA VS. BRITAIN.

The notable feature nowadays in buying metals is the great change that has taken place in the market. Formerly Scotch warrants practically made the price of pig iron for the world, and English manufacturers of bar and other iron did the same in their special lines of business. So far as this country and the United States are concerned, these markets are no longer the only factor. At present the United States makes the price for most leading lines that until within a very late period came either from England, Scotland or Germany. The following very important articles now are nearly all obtained from the United States: Lead, copper, zinc, hoop-iron, steel boiler plates, wire, pig-iron and gas-pipe, with probably other minor articles. It is true that some of these have not yet reached Montreal, but the Ontario market is in the hands of the Americans. The question with many is—Will this last? In the opinion of some very shrewd buyers who have largely taken advantage of the very low American prices, it will. There is ample room, however, for a difference of opinion on this point. Everybody knows that the prices prevailing in the United States are unprecedented for that country, and for that matter nearly all other countries. The question to be settled is whether, when trade revives in the U. S., prices may not rise and the Americans become indifferent to the Canadian market. Another item that might have been mentioned is chain. In this the English imagine themselves to be impregnable. The Americans think not, and are now canvassing this market for business. One advantage that cannot be ignored in favor of buying the metals named from the Americans is the prompt attention given to

orders, whereas many English manufacturers consider this of no consequence whatever. Orders are entered in their books and shipment is made when it suits their convenience, not that of the buyer. It would be well for many English manufacturers to make a large note of this, and to act accordingly. Price alone has not caused them to lose trade, but the indifferent manner in which buyers are treated. We are confident that other things being equal, it is the desire of Canadian buyers or consumers to maintain relations with English houses, but the present condition of affairs is such that if they wish to hold their trade they must wake up. It is not the first over-sea market some English manufacturers and merchants have lost forever by their deep-rooted conservatism and prejudice, or both.

In conversation with a representative of this journal, a leading metal merchant of Montreal observed that this was a subject which he and others had more than once brought to the notice of British shippers, urging them to greater promptitude and closer attention to the needs of customers. As a rule the Americans are quick to adapt themselves to the special requirements of new customers, and certainly just now they are making a most successful invasion of the Canadian market. One might think that Tennyson's appeal, "Britons, hold your own!" had been written with a prevision of the present condition of the Canadian metal market.

DARTMOUTH, N. S., WATER WORKS.

A comprehensive paper by F. A. Creighton was read last month before the Canadian Society of Civil Engineers, upon the "Dartmouth, N.S., Water and Sewerage Works." The water is brought from Lamont and Topsail Lakes, which are about three miles north-east of the town, and are at an elevation of 225 feet above the mean tide level of Halifax harbor, and have a combined watershed (exclusive of the lakes themselves) of 538 acres. Lake Lamont has an area of 22 acres, and Lake Topsail 141 acres. They are capable of supplying to the town 750,000 gallons per diem, while for the present 250,000 is all that will be used. The storage capacity is 234,000,000 gallons. The efficiency of these lakes may be more than doubled as soon as necessity arises, by the addition of Loon Lake, which is distant from Topsail about 1,500 feet. This lake belongs to a different watershed from Topsail Lake. It was the reservoir of the old Shubenacadie canal, and is some three feet lower than Topsail. Before connecting Topsail and Loon Lakes the water level of Loon would of course have to be raised, which could be done by means of a dam about 150 feet long at the outlet, at a cost of \$500. It is proposed to connect the lakes by a 24-inch crock pipe, laid so as to take the overflow of Loon Lake. This pipe, when laid as proposed, can deliver, running full, some 2,600,000 gallons per diem, thus largely increasing the available water supply. The total cost of the connection is estimated at \$5,000.

The main pipe from the lakes to the town is 12,600 ft. long. It starts from the gate house with 20 in. pipe, which continues for about half a mile, when it is reduced to a 12 in., which runs a distance of 9,300 ft. to