

Federal fund; the balance must be paid by the C.P.R. The watchman is to be paid half by the company and half by the town.

RAILWAY CREATED WEALTH.

Next month the Grand Trunk Pacific Railway will be carrying passengers from Winnipeg to Edmonton, and the autumn will see wheat from Edmonton carried by G.T.P. to Port Arthur.

A new country has been opened, and all along the line land values have increased three, four and fivefold because of the improved transportation route. The wild prairie has become cultivated farms. The small station site has grown into a town, and the uninhabited north-land has been filled with settlers.

We have spent thousands of dollars and years of time advertising Northern Canada, but the railway comes and fills the country, adds wealth to the nation, and moves the wild prairie lines a couple or three hundred miles north.

The railway builders are our constructive statesmen. At times we think they come high, but their politics are of the practical sort, and we must recognize that without transportation there would be no land values, and if in their work of railway building they have amassed private fortunes let us recognize that they have made possible the immensely vaster wealth of the settler, whose product they carry to the market.

CANADIAN CEMENT AND CONCRETE ASSOCIATION.

Toronto is a convention city, and as a municipality they spend thousands of dollars annually entertaining delegations, deputations, and conventions from all over Canada, the United States, and even Europe. One would think, then, that when their own citizens unite to present an exhibition and hold a convention, which was not a commercial venture, the City Council would welcome and encourage the idea.

But, no; the Council assess them about twelve hundred dollars for the privilege of using the Market building.

The City Council could well afford to make a rebate to the Association and encourage this young organization in improving the methods of handling, educational and experimental work with concrete, the most adaptable of modern building materials.

THE INTERCOLONIAL DEFICIT.

Great noise is being made in the press about the profits the Intercolonial Railway Commission are able to show.

We have heard all about retrenchment, wiping out of deficits, and profits on the Intercolonial before. Each new Minister of Railways commences with such an announcement.

We have no doubt but that the Commission will do great things for and by the Intercolonial, but to estimate results on two months' returns is a doubtful undertaking.

NOTE THE TIME, THE PLACE, AND THE WORK.

July 22nd, 1909. Hannon, Ont. The first tower for the Hydro-Electric power line was erected.

The Hydro-Electric power line has at last been commenced!!!

CANADIAN INDEPENDENT TELEPHONE ASSOCIATION.

Arrangements are now being made for the 1909 annual convention of the Canadian Independent Telephone Association, which will be held in Toronto on Wednesday, September 8th, during the second week of the Exhibition.

Among the subjects to be discussed will probably be the following:—Is the Telephone a Natural Monopoly? by F. Dagger; Good Construction; Proper Rates for Rural Service; Collection; Independent Telephones in Railway Stations, by C. Skinner and others; Exchange Directories, by Dr. W. Doan; Reasonable Toll Connection Relations; Good Operating; Independent Telephone Situation in Canada, by Dr. Demers, Dr. Doan, F. Dagger, and others; Forced Physical Connection.

Members are invited to send to the secretary, F. Page Wilson, 226-227 Confederation Life Building, Toronto, any suggestions for other topics to be discussed. Also questions on practical telephone subjects.

OBITUARY.

Mr. Frank Sigsworth Simpson, for many years known civil engineer in Toronto, died at his home, 3, Spadina Avenue, Toronto, July 26th, 1909.

Mr. Simpson was born in Ottawa fifty-seven years ago, and received his education there. He came to Toronto twenty-one years ago, and has resided here since. His ability as a constructive engineer with the old Great Western Railway brought him to the notice of the city authorities, and he was given charge of a great deal of work in the harbor and along the water front. He carried out the work of laying the last iron water conduit across to the Island. He was also at the head of the dredging work at Coatsworth's Cut, and of a large amount of the dredging in Ashbridge's Bay. He also took charge of the harbor improvement of Hamilton and several of the Lake Ontario ports.

The late Mr. Simpson was a member of the Canadian Society of Civil Engineers and the Engineers' Club, Toronto, and for several years was a member of the Executive Committee of the Toronto Branch of the Canadian Society of Civil Engineers.

ORDER OF THE RAILWAY COMMISSIONERS OF CANADA.

Copies of these orders may be secured from the Canadian Engineer for a small fee.

7510 and 7520—July 9—Authorizing Manitoba Government Telephones to erect wires across tracks of C.P.R. 150 yards north of Emerson, Man., and at crossing one mile west of Carroll, Man.

7521 to 7524—July 12—Authorizing the Bell Telephone Co. to erect wires across tracks of G.T.R. at Millbrook, Ont.; public crossing 1½ miles south-east Kingscourt, Ont.; public crossing 200 yards south-east of Lynn Valley, Ont., and public crossing four miles south of Midland Station, Ont.

7525—July 17—Recommending to Governor-in-Council for sanction by-law of Ottawa and New York Railway Co. with respect to spitting in cars and on premises of railway.

7526—July 12—Authorizing the Bell Telephone Co. to erect wires across tracks of G.T.R. at public crossing 2½ miles north of Newmarket Station, Ont.

7527—July 13—Authorizing the City of Toronto to lay and maintain a water pipe under tracks of G.T.R. at Front Street East, Toronto.

7528—July 13—Authorizing the Bell Telephone Company to carry its wires across tracks of the C.P.R., one mile south of Waterloo Station, Quebec.

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