

Police barracks property in this city, at the foot of Eighth Avenue. The railways intend to use this property for a union station.

LIGHT, HEAT, AND POWER.

Ontario.

The power by-laws were carried in the following Ontario towns:

AMHERSTBURG.—Majority, 6.

BOTHWELL.—Large majority.

CHATHAM.—Majority, 482.

COMBER.—Majority, 77.

DUNDAS.—Large majority.

ELMIRA.—Majority, 217.

ESSEX.—Majority, 226.

GLENCOE.—

LEAMINGTON.—Majority, 252.

NORWICH.—

PORT STANLEY.—Majority, 124.

RIDGETOWN.—

SIMCOE.—

SANDWICH.—

STRATFORD.—Majority, 100.

TILBURY.—Majority, 147.

TILLSONBURG.—Majority, 255.

WEST LORNE.—Majority, 153.

In the following towns the by-law was defeated:

BRANTFORD.—The power by-law for a vote of \$20,000 to supplement the \$55,000 already voted for a plant for the Hydro-Electric power, was defeated by 1,293 to 935. This does not necessarily put Brantford out of the power union. Fifty-five thousand dollars may be spent if the Council so decides. The vote, however, is interpreted locally as an indication that the ratepayers are favorable to accepting the offer of the Western Counties Power Company now operating here, and thus abandoning the Hydro-Electric project.

KINGSVILLE.—Majority against power by-law, 27.

THAMESVILLE.—Small majority against.

CHATHAM.—The power situation here is very interesting. The Hydro-Electric Commission quote prices of \$36.25 per H. P. per year figured on 600 H. P. with an advance of \$3.50 to \$4.50 per H. P. on this price to manufacturers. The Colonial Engineering Co., of Montreal have offered to supply power to Chatham users at \$20.15 per annum per H. P. The supply of natural gas here being of a good quality and abundant in quantity makes possible this low price for power.

The following were elected as Light Commissioners on Jan. 4th in the towns mentioned:

FORT WILLIAM.—The vote for members of the Board of Water, Light and Telephone Commissioners resulted in the re-election of Wm. McCall, and thus the new commission consists of Messrs. W. J. Ross, F. S. Jones, McCall and the Mayor.

NAPANEE.—F. F. Miller and G. C. T. Ward.

PORT ARTHUR.—George Hodder.

OASKVILLE.—A. S. Chisholm, C. G. Marlatt and W. S. Davis.

MISCELLANEOUS.

Quebec.

MONTREAL.—The Gamewell Fire Alarm Co., of New York, are installing a new electric fire alarm system for the city.

Ontario.

NIAGARA FALLS.—Niagara Falls voted \$3,000 for a site for the \$45,000 armory, \$8,000 for fire halls, and \$2,000 for a Carnegie library site.

OTTAWA.—The following are the approximate dates for the Railway Commission sittings during its western circuit: Winnipeg, 1st to 10th February; Regina, 11th and 12th February; Medicine Hat, 15th and 16th February; Calgary, 17th and 18th February; Edmonton, 19th and 20th February; Vancouver, 23rd, 24th, 25th and 26th February;

Victoria, 27th February, with Nelson and Lethbridge to follow on dates to be fixed.

ST. THOMAS.—THE by-law to allow Sunday cars to run carried both here and in Port Stanley.

TORONTO.—The water in Toronto harbor is lower than at any time during the past year. The high water mark registered last year was 46½ inches above zero, on June 23. The lowest was recorded to-day, when the water measure was 1½ inches above zero. This means a drop of 45 inches from June, which is the greatest drop for a similar period on the records, which have been kept since 1854.

British Columbia.

LADYSMITH.—The two steel bridges which will soon span the Nanaimo and the Chemainus rivers in place of the wooden structures that have been in use for years, have arrived. Throughout the past summer gangs of men were employed in the laying of concrete foundations for these bridges.

PERSONAL.

MR. ISHAM RANDOLPH, Chicago, one of the engineers whom Toronto engaged as an expert witness on behalf of the viaduct, has been appointed by President Roosevelt one of six engineers to go to the Isthmus of Panama to report for the United States Government on the state of matters in connection with the Panama Canal.

MR. ALLEN HAZEN, the New York engineer, who is preparing plans for Toronto's water filtration plant has been appointed by President Roosevelt a member of the commission to report on the condition of work on the Panama Canal.

MR. GEORGE A. SCHMIDT, Canadian manager of H. W. Johns-Manville Company, Ltd., gave a banquet to the employees of his company at the King Edward Hotel, Toronto, recently. A very enjoyable evening was spent by all who attended.

MR. C. H. MITCHELL has now associated with him in partnership, his brother, Mr. Percival H. Mitchell, and together they will carry on practice as consulting and supervising engineers with offices as before in the Traders Bank Building, Toronto. Mr. Charles Mitchell's name is well known throughout the Dominion in connection, especially with hydro-electric power engineering as well as with general, civil and municipal works. Mr. P. H. Mitchell, who is a graduate of Toronto University, 1903, brings a wide and varied experience in mechanical and electrical engineering, having been for some years employed in the works of the Ontario Power Company at Niagara Falls, and on the Winnipeg Municipal Power plant, as well as on several steam and electric plants. These gentlemen will attend specially to hydraulic and steam-driven electric power undertakings, industrial engineering and electrification of factories, electric railways, and municipal projects, including sewerage, water-works, bridges and electric lighting.

OBITUARY.

MR. GEORGE H. MIDDLETON, C.E., who died in Edinburgh, Scotland, on December 17th last, is well remembered in the engineering profession in the Dominion, as well as in South Africa. While at St. Andrew's University, Scotland, he was a class mate of Lord Aberdeen, and after studying engineering in the office of Mr. John Lang, of Kirkcaldy, he found his way to Nova Scotia in 1870. He was first engaged in surveying various large properties around the north-west arm of Halifax. In 1871 he entered on construction work in the St. Lawrence district of the Intercolonial Railway; afterwards he was transferred to the Canadian Pacific Railway and was placed in charge of the heavy and difficult work around the north shore of Lake Superior. On its completion he entered into partnership with the late Sir Robert Reid in connection with the establishment of the Newfoundland Railway. Severing his connection with that undertaking, he went to Natal, and was there engaged in extensive railway work. He continued in that field throughout the