

the south branch, while their neighbors on the north branch have been agitating for a long time, and now get served first.

**Calgary, Alta.**—Forty-six line elevators will be built in Alberta this year in time to handle this season's crop by the Alberta Farmers' Elevator Company, Limited, authorized under the Farmers' Elevator Bill, passed at the last session of the Alberta legislature. The work of construction of half of these elevators is in progress now, and materials for the others have been purchased and are on the ground at the various locations. For the erection of these elevators, forty-six local companies have been formed, which are under the direction of the parent company. The preliminaries for all this had been arranged by the provisional directors of the Farmers' Elevator Company, and to ratify and confirm the action of those officials and to properly launch the company a meeting of the shareholders of the company was held recently. The necessary confirmation of the work of the provisional directors was accorded, the company was organized upon a permanent basis, and the Minister of Agriculture assured the shareholders that the necessary money to pay for the elevators was ready and waiting their pleasure.

**Sault Ste. Marie, Ont.**—The installation of the chlorination plant of the Tagona Water and Light Company has just been completed, and was immediately put to work. Inspection showed it to be in excellent order. Its completion dates just twenty-eight days from the issuing of the order for its construction. It was ordered as a result of the investigative work of Dr. Amyot and F. A. Dallyn, C.E., of the Provincial Board of Health. Analyses of the water taken at various intervals across the river, which is the source of the town's supply, showed the presence of bacteria. Up to the present time twenty cases of typhoid have been reported, two of which came from the neighboring municipality of Steelton, and one, it was found, had come from an outside point along the line of the Algoma Central Railway. So far, only one death has occurred.

The two municipalities of Sault Ste. Marie and Steelton are devoting their attention to choosing the most suitable place for a joint intake pipe which will serve the two towns when the present franchise of the Tagona Water and Light Company expires, which will be in 1914.

**Ottawa, Ont.**—The chief architect's branch of the Public Works Department has issued the conditions for the competitive designs for the new departmental and courts buildings. Not only is there the booklet containing the conditions, but there are also extensive plans of the grounds and a set of beautiful half-tones of the site between Wellington Street and the cliff. One feature of the conditions is that the successful architect will erect the buildings. The conditions state that the successful architect will be allowed regular fees and must maintain an office in Ottawa while the work is in progress. The conditions point out that the work on the new buildings will start very soon after the final award has been made. The final designs entered in the competition will be on exhibition in Ottawa with the author's name on them for seven or more days subsequent to the award. The plan for the treatment of the site prepared by Mr. E. White and Sir Aston Webb is submitted, but the conditions leave the competitors a free hand to develop their designs regardless of that plan. The conditions provide that all plans be delivered to Ottawa by January 2nd, 1914. The award of the preliminary competition will be made as soon as possible afterwards. The assessors will be Messrs. T. E. Collcutt, J. H. G. Russell and J. O. Marchand. The complete scheme is to build a supreme court, exchequer court, railway commissioners' court, and the necessary offices in connection with these courts, also a block or blocks of departmental buildings having 500,000 superficial feet of floor area. The competition is restricted to architects who are British subjects practising in the British Empire.

**Toronto, Ont.**—Acting City Architect G. F. W. Price and Deputy Fire Chief J. C. Noble were very favorably impressed with the new system of fireproof flooring, consisting of gypsum and wood chips, reinforced by wire cables, and capable of carrying a live load of 125 pounds per square foot. It is claimed that the new floor is much lighter and cheaper than reinforced concrete, inasmuch as it does not require such heavy steel reinforcements. Experiments with the material are attracting much attention from engineers and architects, and a specially severe test recently conducted in New York by Messrs. Perrins & Miller, of Columbia University, in which the average temperature maintained for three hours was 1,757° F., the floor sustaining its load and withstanding the test in a most admirable manner.

**St. Catharines, Ont.**—Port Weller is to be the name of the new townsite at the Lake Ontario entrance to the new Welland Ship Canal, described in *The Canadian Engineer* for August 21st. This decision has been reached by the syndicate that has purchased several acres on each side of the new harbor. It was supposed that the harbor would be called Port McCalla, on account of an old private park there, but the above choice has been made in honor of J. L. Weller, of this city, chief engineer in charge of the canal, who has done all the planning in connection therewith. The syndicate has purchased all the land adjoining the entrance of the canal, the Government is beginning the erection of an office building on part of the land which has been expropriated, houses and stores will be erected without delay to provide for the workmen to be employed on the canal, the owners of the property hope to secure a factory, and expect that before long a thriving town will be springing up where now are only farms.

**Vancouver, B.C.**—In order to facilitate the driving of the 22 by 30 foot double-track Canadian Pacific Railway tunnel, of five miles long, through Rogers' Pass, at the summit of the Selkirks, Messrs. Foley, Welch & Stewart, the contractors, have decided to adopt a new method, which will be watched with great interest by the engineering world. The expedient consists of first boring a parallel tunnel, 7 by 8 feet, for virtually the same length, and from this tunnel cross-cuts will be made at short intervals to the site of the proposed large tunnel. This will enable gangs of men and machine drills to attack the work simultaneously at scores of points. Incidentally, the "pioneer" tunnel, as it is called, will also provide ventilation, and will, for a considerable time, provide an exit in removing the rock material. The railway company and the contractors have figured that it would take too many years to construct the large size bore, starting only from the two ends.

**Montreal, Que.**—Although companies like the Dominion Steel Corporation and the Nova Scotia Steel and Coal Company are experiencing an active demand for their entire output of iron, the situation is somewhat different with the merchant furnaces. Companies such as the former are able to use up in their own finishing departments the greater portion of their output of pig iron. Dominion Steel practically uses its entire output; Scotia has but a small quantity for sale, and has no difficulty in disposing of it. The 300-ton Midland furnace of the Canada Iron Corporation is cold, and will remain so until the situation improves. The 150-ton furnace, however, is kept actively employed. The Deseronto plant is operating full blast, as are probably most other plants throughout the country. At the same time, Canadian plants now have to meet the low prices being made by American furnaces. Buffalo has been selling at \$17.25, Toronto, and it is said quite a large tonnage was disposed of. The Steel Company of Canada is reported selling at \$17.25, Hamilton, equivalent to \$19.25, Montreal.