

Moulds—

Labor	\$ 397 24 or per cu. yd.	\$0 64½
Material	574 82 or per cu. yd.	0 93
Total		\$ 972 06
Excavation	394 81 or per cu. yd.	1 57½
Cost per cubic yard, not including reinforcement, in arch		\$7 71

Cost of Reinforced Concrete in Arch.

Yardage in arch . . . . .	.92 cubic yards
Cost of reinforcement	\$192 48
Cost of reinforcement per cubic yard	\$2 09
Cost of plain concrete, as above	7 71
Cost of reinforced concrete	\$ 9 80

COMPARISON OF COST.

The following table shows the average cost for steel bridge superstructure built by the Nova Scotia Government, and by the Ontario Government. The prices for Ontario are taken from the Report of Ontario Public Works for 1905, and th. costs for Nova Scotia taken from the report of the Nova Scotia Public Works Report for 1906:—

Length of Span.	ONTARIO.		N.S.	
	Width of Roadway.		Width of Roadway.	
	14 ft.	16 ft.	15 ft.	15 ft.
			(By average).	
	\$	\$	\$	\$
40 feet	550 00	600 00	575 00	475 00
45 "	.....	.....	.....	500 00
50 "	675 00	750 00	712 50	550 00
60 "	875 00	1,025 00	950 00	600 00
70 "	1,125 00	1,250 00	1,187 50	800 00
75 "	.....	.....	.....	850 00
80 "	1,300 00	1,475 00	1,387 50	1,000 00
90 "	1,450 00	1,600 00	1,525 00	1,200 00
100 "	1,775 00	1,950 00	1,862 50	1,300 00
120 "	2,300 00	2,575 00	2,437 50	1,700 00
125 "	.....	.....	.....	1,750 00
140 "	3,275 00	3,500 00	3,387 50	2,500 00
160 "	.....	.....	.....	3,400 00

These prices are for the steel erected. The Nova Scotia prices include cost of wood floor laid. The Ontario prices are for steel alone, erected, but having strength enough to carry (but not including cost of) a concrete floor.

In a great many cases the Ontario Government build their bridges with permanent floors, this, of course, adds to the cost of the bridge, not only on account of the extra cost of the floors, but the whole bridge has to be increased in strength and therefore in weight, to carry the extra weight of the floor, thus giving an additional cost to the bridge besides the extra cost of the floor.

ENGINEERING SOCIETIES.

CANADIAN RAILWAY CLUB.—President, L. R. Johnson; Secretary, James Powell, P.O. Box 7, St. Lambert, near Montreal, P.Q.

CANADIAN STREET RAILWAY ASSOCIATION.—President, E. A. Evans, Quebec; secretary, Acton Burrows, 157 Bay Street, Toronto.

CANADIAN INDEPENDENT TELEPHONE ASSOCIATION.—President, J. F. Demers, M.D., Levis, Que.; secretary, F. Page Wilson, Toronto.

CANADIAN SOCIETY OF CIVIL ENGINEERS.—413 Dorchester Street West, Montreal. President, J. Galbraith; Secretary, Prof. C. H. McLeod. Meetings will be held at Society Rooms each Thursday until May 1st, 1908.

QUEBEC BRANCH OF THE CANADIAN SOCIETY OF CIVIL ENGINEERS.—Chairman, E. A. Hoare; Secretary, P. E. Parent, Po. O. Box 115, Quebec. Meetings held twice a month at Room 40, City Hall.

TORONTO BRANCH OF THE CANADIAN SOCIETY OF CIVIL ENGINEERS.—96 King Street West, Toronto.

Chairman, C. H. Mitchell; Secretary, T. C. Irving, Jr. Traders Bank Building.

MANITOBA BRANCH OF THE CANADIAN SOCIETY OF CIVIL ENGINEERS.—Chairman, H. N. Ruttan; Secretary, E. Brydone Jack. Meets first and third Friday of each month, October to April, in University of Manitoba.

ENGINEERS' CLUB OF TORONTO.—96 King Street West. President, J. G. Sing; secretary, R. B. Wolsey. Meeting every Thursday evening during the fall and winter months. May 21st, Mr. A. B. Lambe will read a paper on "Electric Heating Devices."

CANADIAN ELECTRICAL ASSOCIATION.—President, R. S. Kelsch, Montreal; secretary, T. S. Young, Canadian Electrical News, Toronto.

CANADIAN MINING INSTITUTE.—413 Dorchester Street West, Montreal. President, W. G. Miller, Toronto; secretary, H. Mortimer-Lamb, Montreal.

NOVA SCOTIA SOCIETY OF ENGINEERS, HALIFAX.—President, R. McColl; Secretary, S. Fenn, Bedford Row, Halifax, N.S.

AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS, TORONTO BRANCH.—W. G. Chace, Secretary, Confederation Life Building, Toronto.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—29 West 39th Street, New York. President, H. L. Holman; secretary, Calvin W. Rice.

SOCIETY NOTES.

Canadian Railway Club.

The annual meeting of the Canadian Railway Club was held at the Windsor last night, with a very large attendance of members. The reports of the secretary and treasurer showed that the club was in a flourishing condition. One hundred and thirty-six new members were admitted last year, making a total membership of 682. The election of officers resulted as follows: President, L. R. Johnson, assistant superintendent of motive power of the C.P.R.; vice-president, H. H. Vaughan, assistant to the vice-president of the C.P.R.; second vice-president, A. A. Maver; Executive Committee, J. H. Callahan, Jas. Coleman, A. A. Goodchild, T. McHattie, A. W. Wheatley, and W. N. Dietrich; Audit Committee, W. H. Evans, W. H. Stewart, and C. Manning; secretary, James Powell; treasurer, S. S. Underwood.

Canadian Electrical Association.

The eighteenth annual Convention of the Canadian Electrical Association will be held in Toronto during the month of June. The local arrangements are in the hands of a strong committee, who are making every arrangement for the entertaining of a large delegation. In arranging the programme, the Papers Committee have considered the whole electrical situation from both a commercial and political standpoint, being guided by the fact that Niagara power seems destined to be distributed throughout a large area of the Province of Ontario. Mr. T. S. Young, Confederation Life Building, Toronto, is secretary.

Union of Canadian Municipalities.

The eighth annual Convention of the Union of Canadian Municipalities will be held at the city hall, Montreal, on July 15th, 16th, and 17th next, just preceeding the Quebec Tercentenary celebration, to which many intending delegates are anxious to proceed at the close. An unusually large and representative attendance is expected, and the occasion promises to be one of great interest. G. S. Wilson, assistant secretary, 107 St. James Street, Montreal.

An order for 2,500 tons of steel rails for use on the Grand Trunk Pacific Railway, from the Prince Rupert end, were recently shipped by a long route. These rails were made at Pittsburg and shipped to New York, thence across the Atlantic, through the Suez Canal and Indian Ocean and up the Yellow Sea to Kope, and there laden on the Blue Funnel Line steamer "Teucer," thence taken across the Pacific to Vancouver.