

enough to run the fans and a complete electric light plant of sufficient capacity to light all the buildings at the disposal works. At the present time it is only necessary to run one furnace at a time, in order to take care of all the city's garbage.

Vancouver, B.C.—The creosoted wharf to be constructed at the site of the proposed Marine and Fisheries building on the Soughees Reserve, for which the contract has just been let to Messrs. Parks, Tupper and Kirkpatrick, of Vancouver, will be 420 feet in length; and on the north side it will run inshore 224 feet. It will be 50 feet wide and will be 6 feet above high water mark. A considerable amount of dredging has been carried out during the past few months in order to give 20 feet of water at low tide; and the foreshore will be graded to a uniform level, giving a gradual slope toward the wharves. On the graded site it is proposed to build the new Marine and Fisheries Depot. The contract calls for the excavation of 27,000 cubic yards of material, composed mostly of clay. It is probable that the whole of the grading will be completed within six weeks after an actual start on the work. The wharf should be completed within four months, and before the expiration of that time it is probable that the contract for the Marine and Fisheries building will be awarded.

Edmonton, Alta.—The final plans recently filed for the route of the Canadian Northwestern railway, or the C.N.R. extension into the Peace River district of Alberta, show that from Whitecourt, to which point at the confluence of the McLeod and Athabasca rivers the grade has been completed, the line will follow the valley of the Athabasca for about 50 miles on the south side, crossing the McLeod by a separate bridge. It will cross the Smoky river about 3 miles from the confluence of the Wapiti, and pass just south of the town of Grande Prairie, between Saskatoon and Bear Lakes. After crossing the Athabasca and leaving the valley for the north the route goes through township 62, range 18, townships 63, 64, and 65, range 19; township 66, ranges 20 and 21; township 67 and 68, range 22; townships 68 and 69, range 23; townships 69 and 70, range 24; township 70, ranges 25 and 26; township 71 and as far west as range 6, west of the 6th meridian; township 72, ranges 7 and 8; township 75, ranges 9 and 10; township 74, ranges 11, 12 and 13, to the Alberta-B.C. boundary.

Toronto, Ont.—Over a million dollars of the five million good roads grant by the Ontario government has already been expended in the north, according to the report which J. F. Whitson has submitted to the legislature, through W. H. Hearst, minister of lands, forests and mines. In this outlay, which reaches exactly \$1,081,172.28, road construction of 764 miles has been completed during the past year. In all, 279 miles of bush roads were cut, the most of which are in the district of Temiskaming, in the vicinity of Cochrane, Porcupine, Iroquois Falls, from the Quebec boundary, 125 miles to Ground Hog; also a 50-mile strip from Haileybury to Englehart, Matheson, Charlton and Swastika. Mining roads were also extended into the Kirkland Lake Goldfields and Shining Tree. The estimated expenditures for 1914 amount to \$950,000, of this Rainy River gets \$85,000; Port Arthur, \$60,000; Fort William, \$90,000; the Soo-Sudbury road, \$90,000. The largest individual grants go to the T. and S.N.O. and T.N.R. districts, these receiving \$120,000 and \$105,000, respectively.

Edmonton, Alta.—Route plans for 18 miles of the Central Canada Railway north of Edmonton have just been filed in the provincial department of railways for Alberta. These show that 60 steel and wooden bridges, ranging from 75 to 125 feet in length, will be required on the line, which will connect with the Edmonton, Dunvegan, and British Columbia railway at Round Lake, and will continue along the North Hart river to Peace River Crossing. It is also stated by the railway engineers that at least 50,000 yards of earth will have

to be removed from every mile of line on the right-of-way along the North Hart river; and it is estimated that the construction cost of this stretch of line will be more than \$50,000 a mile. The sliding banks along the tortuous windings of the North Hart river are fully 700 feet above the high water level. The grade drops that distance in the 18 miles of line before reaching Peace River Crossing, where the railway company will span the Peace River with a steel bridge costing \$400,000. Thence the line will continue to Dunvegan along the north bank of the Upper Peace River.

PERSONALS.

C. B. CARTER, for two years municipal engineer of West Vancouver, has resigned.

A. J. DONEGAN has been appointed superintendent of the Algoma Eastern Railway, with headquarters at Sudbury, Ont.

E. I. SIFTON has been appointed general manager of the Hamilton Hydro-Electric System, and W. H. CHILDS will be his assistant.

C. M. ARNOLD, formerly city engineer of Lethbridge, has resigned his position with the Canadian Pacific Railway, as engineer of ditching operations in Alberta.

J. E. PENNYBACKER, who has been advisory expert for the Ontario Highway Commission, has resigned as secretary of the American Highway Association to accept the



J. E. Pennybacker.

position of Chief of the Division of Road Economics in the Office of Public Roads, United States Department of Agriculture.

HERBERT DOUGLAS, lately of the mechanical department of the Canadian Pacific Railway Company, and formerly foreman of the erecting department of the Consolidated Mining Company at Trail, B.C., has received the provincial government appointment of assistant inspector of factories for British Columbia.

L. P. BURNS, A. SCULLY and J. T. LENNOX, president, secretary, and a director, respectively, of the Inland Construction Company, Limited, of Toronto, who recently secured the contract for the Swift Rapids section of the Severn river division of the Trent Canal, were in Lindsay last week following up their plans for undertaking the work. It is announced that Ragged Rapids will be made headquarters, and that a road will immediately be built from there to Swift Rapids.