

believed that the results of diamond drilling since the issue of the report have added nearly 100 per cent. to the quantity. Explorations at the Levack, Frood Extension, Murray and Falconbridge deposits has much extended the limits of the ore bodies. The refinery of the International Nickel Company of Canada at Port Colborne is well on the way to completion. It will have a capacity of about 10,000 tons of nickel per annum, and a relative quantity of copper.

Although the nickel-copper mines of Sudbury are the chief source of copper in Ontario, there are other deposits of non-nickeliferous copper ore from which shipments of ore and concentrates were made in 1917 to the extent of 4,173 tons, containing 431,402 pounds of copper, valued at \$89,380. In addition, 110,476 pounds were recovered from silver ore and gold slag treated in United States refineries. On the Hudson Copper Company's property in Galbraith township a handsome showing of copper glance has been uncovered. The average price of copper in 1917 was 27.18 cents as compared with 27.20 cents in 1916. Since September 21st the price has been, as fixed by the United States government, 23½ cents per pound f.o.b. New York. Ontario's mineral production, large as it is, will increase rapidly as the undeveloped resources are harnessed with capital and labor.

PERSONALS

Lieut. E. M. ROYCE, formerly of the Canadian Artillery, now of the Royal Engineers, is gazetted deputy assistant director of inland waterways with the Imperials.

W. H. WINTERROWD, formerly assistant chief mechanical engineer of the Canadian Pacific Railway, has been appointed chief mechanical engineer to succeed W. E. Woodhouse, who has resigned.

Lieut. A. H. PARKER, who before going overseas was on the staff of the Good Roads Department at the Parliament Buildings, Toronto, Ont., is now serving with the Royal Engineers, working on the lines of communication on the Macedonian front. He graduated in civil engineering from the University of Toronto with class '14, and had qualified as a lieutenant in the Canadian Expeditionary Force before training in England for an Imperial commission. On completing the course he was one of three Canadians chosen out of a class of 80 for service in the East, and went out to Saloniki with the 37th Army Troop Company, R.E., in December, 1916.

OBITUARIES

EDWARD FRASER, superintendent of the St. James sub-station for the Winnipeg Electric Railway Company, was electrocuted while at work on March 24th.

E. S. PRENTICE, who passed away at the Royal Jubilee Hospital, Victoria, B.C., on March 12th, after an operation, was at one time consulting engineer to the Transvaal government and member of the Institute of Civil Engineers. He was 58 years of age and the eldest son of the late Judge Prentice of the Middle Temple, and Mrs. Prentice, Surbiton, Surrey, England. For the last six years he has resided at Ganges Harbor, Salt Spring Island. He leaves a widow and two sons.

Flight-Lieut. C. G. WHELOCK, son of C. R. Wheelock, president of the Ontario Good Roads Association, was drowned at Dartford, England, on March 19th as the

result of a Flying Corps accident. He enlisted as gunner in the 14th Battery, Toronto, in April, 1914, leaving the University of Toronto, where he was just completing his fourth year in the civil engineering course. He reached France in September, was promoted to bombardier, and served about twenty months at the front there and in Belgium. He then returned to England to train for a commission in the Flying Corps and was awaiting orders to return to France in the 63rd Squadron, R.F.C.

W. F. TYE WINS GZOWSKI MEDAL

An interesting ceremony took place at the meeting of the Canadian Society of Civil Engineers at Montreal on March 28th, when the Gzowski medal for the best contribution to Canadian engineering literature during the year was presented to William Francis Tye, a past president of the society, and late chief engineer of the Canadian Pacific Railway, for his recent paper on "Canada's Railway Problems." The presentation of the medal was made by another past president of the society, Sir John Kennedy.

OTTAWA BRANCH, CAN. SOC. C.E.

The year book of the Ottawa Branch of the Canadian Society of Civil Engineers has just been issued. The proceedings committee announces that through the courtesy of J. B. McRae, who designed and superintended the construction of the new pumping plant of the city of Ottawa water supply system, a visit to these works will be made on May 18th. The publicity committee announce that special arrangements have been made for fuller press publicity through reports of meetings, special news write-ups, etc.

GARBAGE AS FEED FOR HOGS

(Continued from page 304)

feeding grounds. Mr. Hartman claims that he has bought thin hogs at twelve cents per pound and sold them finished at eight cents per pound and still made a good profit on the operation.

The city has made certain rules defining what is meant by garbage, and the method which the householder is required to follow in his disposal of it. Citizens are prohibited from disposing of garbage to any person or persons other than the city. The city collects the garbage by means of nine wagons equipped with covered steel tanks and one auto truck. The tanks are approximately ten feet long, four feet wide, and two feet deep.

Quite a number of cities in the United States dispose of their garbage by a method similar to the one described.

Messrs. Hooper and Miller, 40th Street Station, Denver, Col., are looked upon as about the oldest and most successful men in this business.

The Department of Agriculture of the United States has under way a study of the situation, including the best methods of handling, the feeding and fattening of stock, the most efficient and sanitary arrangement of equipment, the comparative value of garbage as a hog ration, and the economy of garbage disposal by feeding to hogs compared with systems of disposal by incineration, rendering, dumping, or burying. The investigation will extend to all parts of the United States.