

8661—November 16th—Granting leave to the Bell Telephone Company to erect, place, and maintain its wires across the track of the C. N. Q. Railway, at a point two miles south of Joliette, P. Q.

8662—November 16th—Authorizing the Canadian Pacific Railway to construct, maintain, and operate industrial spur for the Imperial Oil Company, at Red Deer, Alberta.

8663—November 16th—Granting leave to the C. N. Q. Railway to construct its lines and tracks across the public road on Lot 134, Parish of Cap Rouge, east of Cap Rouge River, County of Quebec, mileage 12.08 west from Quebec bridge.

8664—November 16th—Granting leave to the C. N. Q. Railway to construct its lines and tracks across the public road at Cap Rouge Station, on Lot 46, Parish of Cap Rouge, County, Quebec, P. Q., mileage 12.77 west from Quebec bridge.

8665—November 16th—Granting leave to the Board of Light and Heat Commissioners of the city of Guelph, Ont., to erect, place, and maintain electric wires across the track of the Grand Trunk Railway, at Norwich Street, Guelph, Ontario.

8666—November 16th—Authorizing the Canadian Pacific Railway to construct, maintain, and operate an extension of industrial spur at present constructed to the Brandon Brewing Company's plant in the city of Brandon, Manitoba.

8667—November 17th—Approving and sanctioning location of a portion of the Canadian Pacific Railway Company's Langdon branch from mileage 80 to mileage 106.96.

8688—November 17th—Granting leave to the C. N. Q. Railway, to construct its lines and tracks across Little River Road, in Parish of St. Sauveur, County Quebec, P. Q.

8669—November 17th—Authorizing the Brandon, Saskatchewan & Hudson's Bay Railway, to construct, maintain, and operate branch line of railway or spur within city of Brandon, Manitoba, upon 15th Street.

8670—November 17th—Granting leave to the village of Brussels, to erect, place, and maintain its wires across the track of the Grand Trunk Railway, on its London, Huron & Bruce Division, at intersection of Concession line between 5th and 6th Division, Township of Morris, Province Ontario.

8671—November 17th—Granting leave to the village of Brussels, Ontario, to erect, place, and maintain its wires across the track of the Grand Trunk Railway in the Township of Grey, at Ethel Station, at mileage 21.87, from Palmerston, Ontario.

8672 & 8673—November 17th—Granting leave to the Horton & McNab Telephone Company, to erect, place, and maintain its wires across the track of the Grand Trunk Railway, at a point on Lot 22, 7th Concession, Township of McNab, County Renfrew, one mile west of Glasgow Station, Ontario, also at Lot 19, 8th Concession, Township of McNab, County Renfrew, Province Ontario.

8674 to 8676 Inc.—November 17th—Granting leave to the Manitoba Government Telephones to erect, place, and maintain its wires across the track of the Grand Trunk Pacific Railway, at point three miles west of Portage la Prairie,

Manitoba; the Canadian Northern Railway, 100 yds. east of Rapid City Station, Manitoba, and the Canadian Northern Railway three miles west of Portage la Prairie, Man.

8677 & 8678—November 17th—Granting leave to the Saskatchewan Government Telephones to erect, place, and maintain its wires across the track of the Canadian Northern Railway Company, one sixth of a mile north of Dundurn Station, Saskatchewan, and at Disley, Saskatchewan.

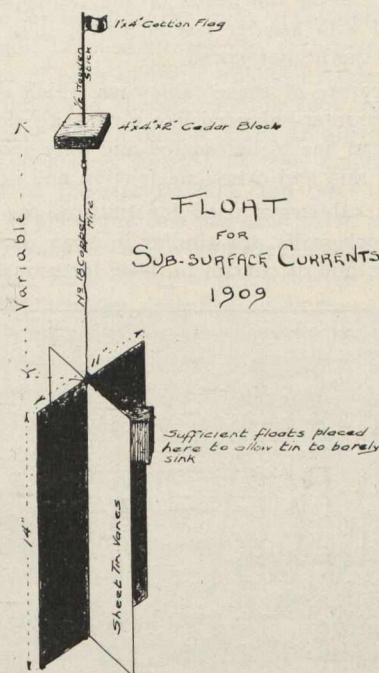
LAKE CURRENTS NEAR TORONTO.

F. W. Thorold, B.A.Sc.*

During July, August and September of this year observations were made daily under instructions from Mr C. H. Rust, City Engineer, Toronto, to determine the direction and velocity of the sub-surface currents of Lake Ontario in the vicinity of the outlet from the proposed sewage disposal works.

The disposal works will be situated south of Eastern Avenue, and between Woodward Avenue and the Woodbine race track.

The outlet will be about on the line of Lockwood Road produced south, and 5,200 feet from the tanks, or a distance



of about 3,500 feet out in the lake, in a south-easterly direction from the sandbar.

A number of floats of different shapes and sizes were tried before permanent records were made and the float, if such it may be called, shown was finally adopted.

This float was found to be very satisfactory. Sufficient wood blocks, previously painted, were attached to the tin vane, so that it would barely sink. A small block was put near the surface, and the flag on a small stick at the surface. No observations were taken at a less depth than five feet.

These floats were placed at the proposed end of the sewer outlet each morning from July 19th to September 16th, 1909. The velocity of the wind was taken about four

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* Assistant Engineer, Toronto, Ont.