

7934—August 24—Granting leave to the G.T.P.R. to construct its railway across Norton Street, Edmonton, Alta.

7935—September 1—Authorizing the G.T.R. Company to construct six bridges on its Ottawa Division.

7936 to 7937—August 31—Authorizing the V.V. & E. Railway to construct bridges No. 437 and 400 on its line of railway over Twenty Mile Creek, and Similkameen River.

7938 to 7941, Inc.—September 1—Approving detail plan and location of the C.P.R. Company's stations at Redvers, Sask., Little Qualicum River, Graydon, Sask., and Goodlands, Manitoba.

7942—September 1—Authorizing the C.P.R. to construct spur to the premises of the Rocky Mountain Cement Company, Blairmore, Alberta.

7943—September 1—Extending until September 14th, the time within which the C.N.Q.R. may operate its trains for the carriage of traffic portion of its line connecting with the Quebec & Lake St. John Railway, in the City of Quebec to Garneau Junction, P.Q.

7944—September 2—Approving stress sheets of the G.T.R. for the Port Hope viaduct, Ontario.

7945—September 2—Approving strain sheets for bridge over Rideau River, at mileage 56.9, west from Hawkesbury on the Ottawa-Hawkesbury line of the C.N.O.R.

7946—September 1—Extending for a period of thirty days from 26th August 1909, time within which the C.P.R. may be permitted to commence the construction of subway at Iberville Street, Montreal, P.Q.

7947—September 2—Authorizing the N. St. C. & T.R. to construct spur from Fonthill station, Township of Thorold, Ontario, to Railton's Gravel Pit, Ontario.

7948—September 2—Authorizing the T.H. & B.R. to construct spur to the premises of Messrs. Easterbrook & Bryan, Hamilton, Ontario.

7949 & 7950—September 1—Granting leave to the Dundurn Rural Telephone Company to place its wires across the track of the C.N.R. at two points in the Province of Saskatchewan.

7951—September 2—Granting leave to the Alberta Government Telephones to cross the track of the C.P.R. between Sections 2 and 3, Township 11, Range 8, west of the 4th Meridian.

7952 to 7955, Inc.—September 2—Granting leave to the Bell Telephone Company to cross the tracks of the G.T.R. at three points in Toronto, and the C.P.R. at Westmount, Montreal, P.Q.

7956 to 7958, Inc.—September 2—Granting leave to the Manitoba Government Telephones to cross the tracks of the C.N.R. at two points and the C.P.R. at one point in the Province of Manitoba.

7959 & 7960—September 1—Granting leave to the Saskatchewan Government Telephones to cross the track of the C.N.R. and the C.P.R. at one point east in the Province of Saskatchewan.

7961—September 1—Granting leave to the Elmwood Rural Telephone Company to cross the track of the G.T.R. Company, at its Elmwood Yards, Elmwood, Ontario.

7962—September 1—Amending order No. 7698, dated August 3rd, 1909, authorizing the C.P.R. to construct spur into the premises of the Wood-McNabb Lumber Company, East Kootenay District; by striking out the figures "1465" and the word "Chains" where these words occur in the recital and operative parts of said Order, and substituting therefor the figures "1465" and the word "feet."

7963—September 1—Authorizing the C.N.R. to alter its existing level crossing on Pembina Street, Winnipeg, Man.

7964—August 31—Authorizing the C.N.R. to use Ticket and Baggage form in use on its lines west of Port Arthur, filed with the Board until the Board shall hereafter otherwise order and determine.

7965—September 2—Authorizing the Corporation of the City of Brantford, Ont., to construct sewer under the track of the G.T.R. on Gilkinson Street, Brantford, Ont.

7966—September 1—Recommending to the Governor-in-Council for sanction by-law of the C.N.R. entitled "A by-law respecting the travelling upon and use of the railway," and rescinding Order of the Board No. 7735, dated the 6th of August, 1909.

7967—September 2—Approving location of the C.N.R. Company's line of railway from a point five miles above Yale on the Fraser River to a point ten miles above Yale, in the Province of British Columbia.

CITY OF WESTMOUNT DESTROYER.

The City of Westmount have recently placed an order for a second refuse destructor which when installed will double the capacity of their present incineration plant.

The destructor will be of the Heenan patent type, consisting of three cells or furnaces arranged in one unit with a common combustion chamber. The complete unit will be of sufficient capacity to completely destroy by reducing to a clinker absolutely free from organic matter not less than 50 tons of refuse per twenty-four hours.

The destructor generally is in accordance with the British type which has proved so uniformly successful in many different parts of the world. The cells will be fed from the top. The charging will be considerably facilitated by a new and important improvement introduced by the builders which enables each cell to be charged instantaneously. Instead of two men occupying five to ten minutes in shovelling in the refuse and at the same time a very considerable inrush of cold air taking place through the open charging door, the new Heenan system enables one man to handle the charging of the three cells. On the top of each cell will be a container holding sufficient refuse for one charge. When each container is filled, a door on the top is closed and a charging door at the bottom of the container is mechanically opened, and the charge drops down to the drying hearth inside of the destructor.

After remaining on the drying hearth for whatever time may be necessary, the charges are pushed forward on to the grates through poking doors which are provided in the back of the destructor for this purpose.

The air for the combustion of the refuse is preheated in a regenerator through which the hot gases pass after leaving the boiler. The air travels the full length of the regenerator outside the tubes, the flue gases passing through the tubes. The heated air for combustion is forced through the grate bars by a Heenan centrifugal fan operated by specially designed Heenan vertical, high speed, enclosed, self-lubricating engine.

Another important feature in connection with the installation will be the very efficient method of ventilating the incineration building, as the air supply to the forced draft fan is drawn by a duct from the upper portion of the building, inside thus effectively disposing of any dust and heat that may be present.

The heat generated in the combustion of the refuse will be utilized for the production of steam. The hot gases pass immediately from the combustion chamber of the destructor to a Babcock & Wilcox boiler in which a guaranteed evaporation of not less than $1\frac{1}{4}$ lbs. per lb. of refuse from and at 212 degrees will be obtained.

The new Westmount destructor will be similar to that installed by Heenan & Froude, for the Borough of Richmond, New York, the operation of which has been watched with the greatest interest by engineers in the United States, and concerning which data of considerable value have been published from time to time. The only other Heenan destructor in Canada is that at Vancouver.

The contract for this destructor has been placed with Messrs. Heenan & Froude of Manchester, through their Montreal agents, Messrs. Laurie & Lamb, Engineers.