

the diversion of the G.T.R. main line, so that it may erect a bridge at a suitable point, are making rapid progress with the work involved. Steam shovels, locomotives and dump cars are busy at the deep cut being made on the eastern side of the town, where houses have had to be removed or demolished. And on the cut south of the town, good progress is also reported.

Rosspport, Ont.—The engineers in charge of the now famous sink-hole at Rosspport which has been tying up trans-continental traffic from time to time since September, claim that it will be impossible for the ballast to sink further. Many thousand tons of ballast have been necessary to fill up the sink-hole sufficiently to allow of the passage of trains. In the opinion of many, a steel trestle arch will ultimately have to be erected at Rosspport to eliminate permanently the possibility of further difficulty or disaster.

Guelph, Ont.—The annual report of the Guelph Street Railway is one of the best in its history, recording increase of traffic throughout the system, and especially since the opening to service of St. Patrick's Ward extension. The total receipts were \$49,816.99; total expenditures, \$33,771.33; and resulting profits \$16,045.66. After an estimate for appreciation was deducted from this amount, the net profit was fixed at \$6,391.55. The report recommends that ratepayers be asked for \$17,000 to improve the service.

Nelson, B.C.—Constructed entirely by Doukhobor labor, under supervision of a Vancouver firm of consulting engineers, the new steel and concrete suspension bridge over Kootenay River at Brilliant, near Nelson, has been completed at a cost of \$45,000. The Government contributed \$20,000 of this amount, as the bridge, which saves the Doukhobor community, is on the highway route between Nelson and Trail. The main span is 331 feet in length. Four concrete pillars 48 feet in height support the span and cables.

Toronto, Ont.—The dispute between the Etobicoke Township Council and the Toronto Suburban Railway Company in reference to the protection of crossings, has been practically settled by the Railway Board; and, as a result, work has recommenced on the Toronto to Guelph radial extension, and has advanced to the district west of Islington. The original plans have been greatly improved through the efforts of the railway commissioners, though the council was not entirely successful in its appeal for subways at certain points.

Moose Jaw, Sask.—It is reported that the high pressure mains being laid in Moose Jaw, have been completed, with the exception of a connection at one street intersection; but the system can be operated without this. The levelling of the tops of the trenches is now proceeding, and a final test of the system will be made very soon, when the pressure in the pipes will be raised to the 300-lb. mark. The fire brigade is to be supplied with hose for high pressure purposes when new motor apparatus has been ordered; so that the new system may be available in case of fires.

Niagara Falls, Ont.—The simultaneous peak load of the Hydro-Electric system recently exceeded the 50,000 h.p. mark of consumption, purchased by the commission from the Ontario Power Development Company at Niagara Falls. The breakers automatically cut the circuit and an interruption of five minutes affected the entire hydro-electric zone. As a consequence of the expansion of business, the peaks of the various municipalities overlapped at their maximum. Another interruption has been forestalled, however, by a higher adjustment of the breakers.

London, Ont.—It has been stated by the Hon. Adam Beck that before the end of 1913, hydro-electric distribution lines will be serving the farmers from end to end of the

county. The line from London to Dorchester, and thence to Thamesford, is well nigh completed; and three lines—one, from London to Lucan, and thence to Ailsa. Craig; another, from London to Port Stanley, using the London and Port Stanley Railway as a distribution main line; and the third, from London to Lambeth, Delaware, Mount Brydes, Strathroy, and Glencoe—are projected.

Estevan, Sask.—Engineer Miller, who is in charge of the C.N.R. grade construction out of Estevan, will have the road bed ready for the laying of track by December 1st. Culverts and grading from Bienfait to Estevan have been completed, and steel has arrived at Bienfait, further consignments being on the way. It is not expected that the work of laying track will exceed two weeks. In connection with the question of the construction of a transfer line by the C.N.R. at Estevan to link its two roads, which is being opposed by the C.P.R., Mr. Spencer, traffic expert of the board of railway commissioners, who was authorized by the board to examine local conditions, has visited Estevan, and has made a thorough investigation. It is quite expected that his report to the commission will result in the immediate order for the construction of the transfer track.

PERSONAL.

H. C. ANDREWS, of Chambers, Limited, Toronto, sailed for England last week on a six weeks' trip.

J. W. PORTER, who succeeded J. B. Armstrong as chief engineer of the Hudson Bay Railway, has assumed his new duties in Winnipeg.

R. O. WYNNE-ROBERTS, consulting engineer, Regina, Sask., has been on a trip through eastern Canada, visiting Ottawa, Montreal, Toronto and London.

A. H. HARKNESS, B.A.Sc., consulting engineer, Toronto, addressed a large meeting of the members of the University of Toronto Engineering Society on Wednesday, Nov. 26th, on the Construction of Modern Skeleton Frame Buildings. The lecture was well illustrated by lantern slides.

F. A. CREIGHTON, M. Can. Soc. C.E., who has been with the city of Prince Albert as manager of the Hydro-Electric Development at La Colle Falls, has opened an office in Winnipeg, where he will engage in the practice of civil engineering as consulting and supervising engineer. Mr. Creighton has had some twenty-two years' experience in engineering work, and has been with the city of Prince Albert since he was appointed city engineer in 1907.

OBITUARY.

The death is announced in Winnipeg of Mr. Geo. McPhillips, a well-known pioneer surveyor and engineer. Mr. McPhillips was a native of Richmond Hill, Ont., and was for many years chief surveyor for the Canadian Pacific Railway, western division. Death, on November 20th, terminated a long illness.

The death occurred at Montreal recently of Mr. A. C. Brady, assistant superintendent of C.P.R. terminals. Mr. Brady, who had been associated with the C.P.R. for 24 years, was a son of Mr. Frank Brady, general manager of the Intercolonial Railway.

On November 17th, Mr. Russell D. Willson, assistant city engineer of Winnipeg, met instant death from contact with an electric current of 13,200 volts. While on a tour of inspection of the well houses of the city waterworks system, Mr. Willson, in company with one of the engineers