

COL. LOW RESIGNS AT HALIFAX

GEORGE H. ARCHIBALD, of the firm of Archibald and Holmes, Ltd., engineers and builders, Excelsior Life Bldg., Toronto, has been appointed manager of the reconstruction department of the Halifax Relief Commission in place of Col. R. S. Low, who has resigned.

Having completed practically all of the work of the commission which needed urgent attention, and, in fact, having completed practically all of the work of the reconstruction department excepting the rebuilding of the devastated area, Col. Low felt that his work of organization of the department had been completed and that he should resign in order to devote attention to the affairs of his own company, which has taken on some very important contracts recently, including the new Federal Office Building in Ottawa, a \$1,000,960 contract, and the big plant at Deschene, P.Q., for the British-America Nickel Corporation, which he is to complete before snow falls.

Col. Low has given six months' time without remuneration to the Halifax Relief Commission. He told the commission when he assumed control of the reconstruction department, that he would be able to stay only until the more urgent affairs had been disposed of, and that he would not be able to supervise the town planning or reconstruction of the devastated area.

SEWER PROJECT AT MONTREAL

REPORTING in favor of an improvement scheme to cost \$1,632,997, a commission which has inquired into the sanitary conditions of the River St. Pierre, Montreal, states that this amount could be reduced by adopting tunnel methods on the part of the work under the Lachine Canal. The report on the plan has been prepared by J. H. Valiquette, engineer in charge of the western division of Montreal, and one of the members of the commission.

The plan is divided into five sections, the estimates for which are as follows: 1, River St. Pierre intercepting sewer, tail race of the aqueduct to St. Ambroise Street, \$640,000; 2, Pressure conduit attached to River St. Pierre intercepting sewer, to take care of Westmount intercepting sewer, \$194,000; 3, Inverted syphon under Lachine Canal, \$520,000; 4, Westmount intercepting sewer, \$206,478; 5, Deepening of channel outlet, \$72,519.

It is believed that this scheme will do away with the floods and noxious smells which have been a menace to public health in the district drained by the River St. Pierre. Mr. Mercier, chief engineer of Montreal; Mr. Roy, engineer of St. Pierre aux Lieux; Mr. Laframboise, engineer of Lachine; and Mr. Lafreniere, engineer of the Quebec provincial board of health, were members of the commission.

Regina, Sask., will vote on a by-law to spend \$175,000 on extensions to the municipal electric light and power plant.

Building permits issued at Welland, Ont., for the month of May, 1918, totalled \$93,029, compared with \$37,846 for the corresponding month last year. The total for the year 1918 to June 1st is \$176,724, compared with \$133,195 for the same period last year.

Sorel, P.Q., may have a new pumping plant and also a filter plant at a later date. E. Gill, town engineer, has drawn plans for improving the aqueduct and for the installation of new pumps to replace the existing ones. One pump will have a capacity of 1,500,000 Imperial gallons per day to be used for domestic supply, and the other will have a capacity of 3,500,000 per day for fire protection.

HIGHWAY MATERIALS PUT ON FAVORED LIST FOR U.S.A. CAR DISTRIBUTION

HIGHWAY materials have been placed next to coal, coke and ore, on the preferential list for car supply, by the car service section of the railroad administration of the United States Government. This ruling applies particularly to stone, sand and gravel for maintenance and essential road construction. The aim is to assure the proper care of roads already built, and the construction of those necessary for the carrying on of the war. The regulations issued are as follows:—

1. Open top cars, suitable for such traffic, should be furnished preferentially for the transportation of coal, coke and ore.

2. Available open top cars, not suitable for the transportation of coal, coke and ore, may be furnished for the transportation of stone, sand and gravel, and when so furnished shall be used preferentially for highway maintenance materials.

3. Open top cars, suitable for the transportation of coal, coke and ore, and available on coal, coke or ore producing roads in excess of the demand of such commodities, may be furnished for the transportation of stone, sand and gravel, and when so furnished shall be used preferentially for highway maintenance materials. The return movement to mines or ovens should be utilized wherever practicable in furnishing car supply for stone, sand and gravel. Every endeavor should be made, consistent with keeping up the production of coal, coke and ore, to furnish shippers of stone, sand and gravel with a minimum of forty per cent. of their normal weekly transportation requirements.

4. Roads which are not producers of coal, coke or ore must not use foreign open top equipment for stone, sand or gravel shipments, except for one load in the course of the return movement to mines or ovens.

5. Where the transportation needs of essential road construction or maintenance projects cannot be met by car supply furnished in accordance with the above rules, the state, county or municipal officials in charge of the work, should, through their proper state highway department, apply to the Director of the Bureau of Public Roads, United States Department of Agriculture, Washington, D.C., for assistance. Such applications will be considered by representatives of the Department of Agriculture, the War Department, the War Industries Board, the fuel administration and the railroad administration, and in accordance with the recommendations of such representatives, the Car Service Section will endeavor to furnish car supply necessary for approved essential road construction or maintenance.

It must be understood that car supply for stone, sand and gravel must not be permitted to jeopardize the essential production of coal, coke or ore. If at any time such a result is apparent on individual roads, or generally, orders will immediately issue to curtail the car supply for stone, sand and gravel.

Madigan & Darbyson, engineers and contractors, have dissolved partnership, W. H. Madigan continuing the business on his own account with office at 30 St. John St., Montreal.

The arbitration between the Cook Construction Co. and the city of Montreal to assess the damages caused by the cancellation of the contract for the construction of the aqueduct, and by the breaking of the water conduit, has now been concluded. The arbitrators are J. M. Fairbairn, W. F. Tye and A. Geoffrion, K.C. The arbitrators visited the conduit and also heard evidence from several United States and Canadian experts.