nary funds of the Institute, but the council may invite from them donations for special purposes.

Provisional Council

17. The following Provisional Council has been elected for the purpose of carrying on the work of the Institute during the probationary period and for framing the by-laws under which the Institute will be constituted on May 31st, 1920:---

Chairman, Thomas Adams, housing and town planning adviser for Canada; vice-chairmen, E. Deville, surveyorgeneral of Dominion lands; R H. Millson, president Ottawa Chapter of Architects; members, J. B. Challies, superintendent of Dominion Water Power Branch, Department of the Interior, Ottawa; H. B. Dunnington-Grubb, landscape architect, Toronto; J. P. Hynes, architect, Toronto; O. Klotz, chief astronomer for Canada; R. S. Lea, Montreal; T. McQuesten, barrister, Hamilton (legal); honorary librarian, W. D. Cromarty, architect, Ottawa; honorary secretary and treasurer, F. D. Henderson, Ottawa.

The Provisional Council will draft the by-laws of the Institute, assist in organizing local branches, promote educational courses in town planning in the universities, arrange lecture courses and other meetings for the benefit of probationary members and students, and perform such other duties as may be considered necessary or desirable to promote the interests of the Institute. The council will remain in office until the date of the first annual business meeting of the Institute called under By-law 18. Vacancies occurring in the membership of the Provisional Council may be filled by the council.

Meetings During Probationary Period

18. The inauguration meeting of the Institute will be held in Ottawa during May, 1919, and the first annual business meeting will be held on the first convenient date following the 31st of May, 1920, for the purposes of approving the constitution and electing members and officers.

Voting

19. Associate members and legal associate members only shall be entitled to vote on matters pertaining to the business of the Institute, but associates and honorary members shall be entitled to representation on the Provisional Council.

Local Branches

20. Local branches may be formed in the different provinces and cities, the membership of which shall be subject to the same by-laws as the membership of the Institute.

Applications are invited from those eligible as associate or legal associate members, students or associates. Application forms can be had on application being made to the secretary, F. D. Henderson, office of the Surveyor-General, Ottawa, Canada.

NATIONAL WATER MAIN CLEANING COMPANY IN CANADA

THE General Supply Co. of Canada, Ltd., have completed arrangements whereby they will represent the National Water Main Cleaning Co., of New York, for the whole of Canada, with the exception of the province of Nova Scotia.

In view of the very urgent demands for the greatest possible efficiency in all fields of endeavor, it is very important, indeed, that in the distribution of municipal water supply the most efficient methods be employed. The regular cleaning of water mains ensures delivery of full capacity, the importance of which will be apparent to all those concerned with the operation of water distribution systems.

The proposed bridge over the Batiscan River to replace the old ferry is estimated to cost \$40,000.

THE ROAD TO KIRKLAND LAKE*

I NTERESTS representing some of the leading mines of the Kirkland Lake district are presenting evidence to the Ontario Government, showing the advantages and disadvantages of a steam railway, the disadvantages of an electric railway, as well as the advantages and disadvantages of a first class motor road. It will perhaps be a surprise to many to learn that these leading interests are not in favor of a steam railway, but appear to believe a first class motor road would best fill the requirements of the district.

A (summary of the situation, viewed from various angles, is given herewith. It represents the opinion of a leading operator in the Kirkland Lake field, and is being submitted to those most vitally interested, asking for expressions of opinion. The summary follows:---

As you are probably aware, the government has authorized the construction of a branch line of the T. & N. O. Railway from Swastika to Kirkland Lake at an estimated cost of \$155,000, the route selected being that through the Elliott-Kirkland, across the narrows of Kirkland Lake to a point near the Wright-Hargreaves office and thence across the Sylvanite towards the Tough-Oakes mill.

As you are no doubt much interested in this important question of transportation and after consultation with a number of men who have considered the question in all its bearings, I venture to submit some facts, figures and estimates which I have collected, as the result of enquiries on the spot, and from data supplied by Mr. Clement, the chief engineer, and Mr. A. A. Cole of the T & N. O. Railway, with a view to asking you to give an immediate expression of your opinion upon the question as to how the needs of the community can best be met in this matter of transportation.

There were originally three obvious solutions for consideration, viz:-

1 A trolley road, which would appear to meet practically all requirements and give a fairly frequent and flexible service.

This has been ruled out on the score of cost, the estimated capital outlay involved being approximately \$266,000, with the necessary transformer sub-station and equipment.

2 A steam railroad as outlined above, which has now been authorized.

3 A first class motor road capable of withstanding heavy motor trucks, and costing about \$72,000, which does not appear to have received much consideration.

You are now asked to consider the relative merits and disadvantages of the steam railroad and motor road.

Steam Road Advantages

1 Enable freight, including heavy machinery, and passengers to be brought to the mines cheaply, irrespective of weather conditions.

2 Provide for unlimited expansion of traffic in the future.

3 Cut freight rates from Swastika to any point up to Tough-Oakes in all probability to .40c. per ton on coal, with proportionately higher rates on other stores and supplies, with an average all round rate of about 60c. per ton.

4 Cut passenger fares probably to .25c. each way.

Disadvantages

1 Not enable freight to be delivered direct to the stores or bunkers on more than perhaps one or two properties, and therefore in most cases roads will be required from the railway stations, of which there will be but two (one near the Elliott and one on the Wright-Hargreaves at the east end of the lake) to each mine and the townsite and practically all freight will have to be loaded on to wagons and teamed over these roads which have yet to be made, in order to reach its destination, at an average estimated cost of 40c. per ton at least, thus making the actual average cost of freight \$1.00 per ton.

*From "The Canadian Mining Journal."