

busheis, and ranks second among the cities of the world as a grain storing centre, exceeded only by Chicago, Ill., with elevator capacity of 45,360,000. With the additional elevators now under construction and others projected at the Canadian head of the Lakes, it will only be a matter of 12 or 18 months before Fort William-Port Arthur will have the distinction of being the largest elevator storage centre in the world.

Rainy Lake, Ont.—Midway between Port Arthur and Winnipeg, the C.N.R. has been effecting an engineering achievement of no ordinary value. A bridge of solid rock, a great double track causeway of granite almost three miles long and costing approximately one million dollars per mile, will span the Rainy Lake in a not distant future. The contracts were let early in the summer of 1910 and preparations for the work were begun; yet the great task has been conducted so quietly that few people in Canada have been aware of the magnificent and unordinary construction.

Kingston, Ont.—Now that the Hon. Adam Beck is free to further the distribution of power throughout eastern Ontario, Kingston is feeling the cry of need of several of its industries for cheap power to insure their future expansion, and is agitating that arrangements for supply be concluded with the Hydro-Electric Commission.

St. Catharines, Ont.—St. Catharines is struggling with natural barriers towards progress similar to those encountered by Toronto in its primal growth. The Welland Canal and some creeks running through the west and south are preventing expansion in somewhat the same manner as did Garrison Creek and the Rosedale and Don ravines in Toronto. Toronto has now her Riverdale and Rosedale bridges, but St. Catharines is still struggling with her bridge problems.

Edmonton, Alta.—Mr. A. T. Fraser, District Engineer for the C.N.R., is of the opinion that steel on the Canadian Northern main line should reach the summit at the boundary of Alberta and British Columbia about the end of October. On the Brazean branch, construction is very difficult, owing to the great amount of trestling to be done. Steel is within 30 miles of the Brazean coal fields, but it will be December before the line is connected with the colleries. The Peace River branch west of the McLeod River is being graded.

Telkwa, B.C.—Men who went south from here over a week ago to investigate the discovery of placer gold, reported by Price, Ecksley and Pearson, have returned to Telkwa satisfied with the richness of the field. The men who have returned, Colin Munro, Ira McLean and King, state that in no instance where panning operations have been carried on by men on the ground has a single barren pan been found. All showed coarse gold in varying quantities. The new find is on Sibbola Creek, one of the tributaries of Tahtsa River, about 110 miles in a south-easterly direction from Telkwa, and about 50 miles from the headwaters of Kemano River, which empties into Gardner Channel. The men who have gone in from here have taken the Morrice River trail. It is hardly necessary to state that the stampede is on in full blast in this locality. In fact, construction work on the G.T.P. may be seriously impeded, as five thousand men are now employed within a radius of 125 miles of the new find. The field can be reached from the outside by boat up Gardner's Channel, thence up the Kemano River, but there is a most difficult country to traverse for over 50 miles. Outside expeditions would have to carry all supplies from the point of embarking. The lack of provisions for men in the field is causing not a little anxiety here, as every pack horse is on the trail coming out.

Montreal, Que.—Many prominent officials of the C.P.R. and Dominion Bridge Companies were present when a made-

to-order steel bridge, weighing 2,600,000 pounds was swung across a 270-foot gap in one hour and 25 minutes, a feat accomplished by the Dominion Bridge Co., when placing the third of the four great spans, each 400 feet in length, of the Lachine bridge. The Gazette says in regard to this piece of bridge engineering:—"The admirable manner in which all these great spans have been raised to position, while the regular traffic continued, marks a triumph of engineering. Indeed, the whole double-tracking of the bridge has been accomplished while every train ran on schedule time."

Brighton, Ont.—Water was turned on last week in the new system of supply that has just been completed by J. G. Mill, contractor, Toronto. The water, obtained from Spring Valley, is very pure. The springs have a daily capacity of 700,000 gallons. The water is distributed by gravity, having a two hundred foot head two miles from town. Consulting engineer, T. Aird Murray, Toronto, made a test of the system, which showed 86 pounds pressure on the main street with 100 pounds as the best, and 70 pounds as the worst, pressure throughout the entire town. A reservoir has been constructed in Spring Valley providing storage sufficient to supply six lines of fire hose continuously for twenty-four hours, as well as to accommodate the town's domestic requirements. Brighton, which has a population of 1,600, has not previously had a public water supply.

Vancouver, B.C.—The directors of the Burrard Inlet Tunnel and Bridge Company have decided not to take any action with regard to the Second Narrows bridge project until a definite reply as to the Provincial Government's intentions has been received. The provincial authorities have been asked by the bridge company to assume control of the scheme for spanning Burrard Inlet, and an answer is expected from the British Columbia government within a month when the premier shall have returned from England. Concerning the subsidies sought by the company from the Dominion Government, rumors at Ottawa that the Second Narrows bridge project had been abandoned, have delayed the efforts of the company's agents at the capital; but the president and secretary have denied the reports, and have explained that the company has asked the province to assume control of the enterprise.

Victoria, B.C.—The growth in the establishment of private wireless stations by commercial firms throughout British Columbia has been commented upon by Mr. E. J. Haughton, district superintendent of the Dominion Radio-Telegraph service. In addition to five private installations in Vancouver and twelve in Victoria, which are, for the most part, used by students engaged in the scientific study of radio-telegraphy, there is one firm operating its own plant and sending all its messages to the nearest Government station. The Canadian Explosives Company, on Bowen Island, keeps an operator on duty during working hours, while a high power plant at Cousins Inlet, operated by the Cousins Inlet Pulp Company, transmitted messages to the Government station at Triangle Island until recently. This equipment was of five kilowatt power, owing to the fact that the factory was surrounded by hills, which interfere with wave transmission. Plants have also been proposed for the B.C. Fisheries Company on Queen Charlotte Islands and the Powell River Pulp Company, which, if put into operation, would transmit messages with Alert Bay and Cape Lazo stations respectively. In addition to these wireless plants, a telephone line is now in operation between Squash Mines and the Government station at Alert Bay, while a second line to transmit telegraph and telephone messages is now under construction between Masset and Dead Tree Point.

Guelph, Ont.—The Ontario Municipal Electric Union carried unanimously the following resolution by the meeting of its representative held recently in the Guelph city hall:—