

New Brunswick.

ST. JOHN.—At a meeting of the Navy Island Bridge Committee held, December 1, it was decided to recommend to the Common Council the advisability of employing a competent engineer for the purpose of obtaining plans and estimates of the proposed structure.

Ontario.

BECHER.—A movement is on foot to secure a bridge on the Lambton line at Becher in place of the ferry. Mr. Neil Grant has charge of the resolutions.

BROCKVILLE.—About five thousand cubic yards of stone have been crushed with the crushing plant purchased last year at a cost of \$1 per cubic yard, which has saved to the town on the price paid in 1907 (\$1.80), more than sufficient to pay the cost of the plant.

KINGSTON.—The Government have approved of the good roads proposals for Frontenac County. The total expenditure will be \$160,000, of which the county will pay two-thirds and the Government the remainder. The plans were placed before the officials of the department only a few weeks ago. There are 104 miles of road to be improved.

ST. THOMAS.—The Yarmouth and Malahide Councils have just completed a large breakwater at Rush Creek, near Pt. Spruce, 610 feet long, containing 205 spiles from 18 to 24 feet long, under the direction of J. A. Bell, C.E. Mr. J. H. Smale was the contractor, and R. H. Roberts, Sparta, inspector.

THOROLD.—A large number of men have arrived from the Canada Foundry Company and they will begin work immediately at the installation of steel girders at the N. S. & T. trestle, and also at the trestle near the Lincoln Paper Mills, in Merritton.

TORONTO.—The Otis-Fensom Elevator Company, whose headquarters are at Yonkers, N.Y., and who have a branch in Hamilton, want to locate in Toronto. In this connection they ask the city to sell them the freehold rights to 22 acres, of which five acres is land and the remainder water, on the east bank of the bay, south of the mouth of the Don.

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WINDSOR, ONT.—Following a strike by a few jackmen and the timber men the funnel contractors laid off practically the entire force of about five hundred men at No. 3 and 4 shafts last night. The men were laid off indefinitely, but it is expected that work will be resumed in a week or two. The lay-off is not considered a serious drawback, as the work on this side of the river has been pushed ahead so rapidly that only about six months more will be needed to complete it. A separate force is still working in the other shafts.

CITY ENGINEER WANTED.

The city of St. John requires a Chief Engineer, to take charge of sewerage, water, streets, harbours, and ferries. Applications and credentials should be forwarded to the Chairman of the Reorganization Committee, City Hall, St. John, N. B., before December 28th.

PERSONAL.

MR. E. R. JAMIESON, who for years was general superintendent of the western division of the Canadian Pacific, has been elected mayor of Calgary, Alta.

MR. J. GRANT MACGREGOR, Assoc. Mem. Can. Soc. C.E., formerly assistant chief engineer on the Guelph-Goderich Railway, has left on a three months trip to Scotland.

MR. C. B. HIBBARD, who was formerly general manager of the Quebec, Montreal & Southern Railway, has been appointed second vice-president of the Quebec Eastern Railway.

MR. W. N. RYERSON, general superintendent of the Ontario Power Company, Niagara Falls, Ont., leaves on January 2nd, 1909, to take a somewhat similar position with the Great Northern Power Company of Duluth, Minn.

MR. E. I. SIFTON has been appointed Engineer of the City of London, Ont. Mr. Sifton will commence his duties at once.

MR. THOS. TAYLOR, M.P.P. for Revelstoke, has been sworn in as Minister of Works in the McBride Government, British Columbia.

OBITUARY.

MR. R. M. PRATT, C.E., a prominent civil engineer and railway contractor, died in Toronto, Ont., December 11th, 1908. Mr. Pratt spent his life in the developing of the Canadian west. In the employ of the Canadian Pacific and Canadian Northern Railway Companies he lent his splendid abilities to the extension of the transportation facilities of the country, leaving as monuments some of the most important works in the country. With the C.P.R. he was engaged on the work of constructing the Crow's Nest Pass line in British Columbia, and with the Canadian Northern he was engaged on the work of planning and constructing their docks and coal handling plant at Port Arthur. He was also engaged on various other pieces of railroad work in the west. In addition to his work in railroad construction he was for some time the city engineer of St. John's, Newfoundland, and as consulting engineer he was frequently called on various works of importance. His last work was the building of the C.N.O.R. ore docks at Key Inlet.

AMERICAN BRIDGE IN BURMA.

Despatches received from Rangoon, Burma, state that the new Scherzer rolling lift bridge across the Ngawun River is completed and opened for railroad traffic. This, the largest bridge constructed in Burma, has a movable span 220 feet long, the total length of bridge being 320 feet. The bridge is constructed on the main line of the Burma Railway's extension connecting Rangoon with Kyngin. The Ngawun River is in the fertile delta of the Irawaddy River, and forms a connection between this river and the Bay of Bengal. The Government authorities required the large movable span to expedite the railroad traffic and the heavy traffic on the river carried on by the Irawaddy Flotilla Co.'s vessels, which traverse these waterways from the coast to the interior of Burma as far as Mandalay, more than 400 miles inland. The bridge was designed by the Scherzer Rolling Lift Bridge Co., of Chicago and New York, and manufactured in England at the works of Spencer & Co., Melksham, Wilts, and erected in Burma under the charge of the engineers of the Scherzer Rolling Lift Bridge Co. Though the difficulties to contend with were very great, the bridge was completed within a year. During the rainy season, extending from May to October, the river was subject to great floods.

ACTION OF SEA WATER ON CONCRETE.

There has been much discussion regarding the action of sea water on concrete, some claiming that there is chemical action, and others that the disintegration of the surface exposed in tide water is at least largely due to frost action.