

power, and anything in advance of that should be returnable from time to time as required, on a year's notice. Thus, municipalities might be aided by the payment of fixed charges until they require the full voltage for their own industries. Where a permanent disposal of power would be desired, the matter would have to come before the commission.

**Calgary, Alta.**—Sir William Mackenzie made the statement on September 17th that he expected to see the C.N.R. in operation in Calgary within sixty days. It is the opinion of shippers that though the line is somewhat rough, it is in good enough condition for freight traffic.

**Moose Jaw, Sask.**—The shortage of the supply of cement throughout western cities is not being felt in this city. Owing to the renewed building activity of late, the supply on hand in city warehouses was taxed to keep up with the demand, but no serious hold-up in business operations was caused.

**Ottawa, Ont.**—At the instigation of the Canadian Manufacturers' Association and the Ottawa and other Boards of Trade, the railway board has asked the railways to extend their cartage system until January 1st. So far negotiations have been without result, but it is hoped that transportation interests will be strong enough to provide a reasonable agreement until the whole matter is finally settled.

**Ottawa, Ont.**—This is the first fall that the two conservation dams of the Upper Ottawa have been working to their full capacity and consequently there will be a great deal of interest particularly among power owners concerning the effect these dams will have on the volume of water available at the Chaudiere. So far it would seem that these dams are very effective in holding back the water for the low water seasons. This has been a very dry season and consequently the amount of water coming down to the Chaudiere would be expected to be very much reduced. However, it has held up remarkably well. At the very low water period a few years ago there were only 7,000 cubic feet of water per second flowing at the Chaudiere, while now the flow is about 24,000 cubic feet, or over three times as much. The two dams, at Kippewa and at Temiskaming, are both in operation this year. They hold back the water in the wet seasons and let it out in the dry seasons in order to keep the level of the river more nearly uniform all year. Then they begin about November to store up water again from the fall rains and let it out during the winter. The government is now building a third dam at Lake Quinze, which is farther up and will increase the storage capacity considerably. To give an idea of the vast amount of water these dams conserve, it is equal to a body of water with an area of 4,000 square miles and a depth of one foot. Besides making the water higher in the low water periods it will to a certain extent relieve the floods of the spring by holding back the water. The work has been conducted by the Dominion government and will cost about \$1,000,000.

**Saskatoon, Sask.**—The Canadian Pacific Railway is contemplating the building of a direct line from Calgary to this city, which will make the second direct line of communication between the two cities. The Grand Trunk Pacific has already chosen its right-of-way into the city.

**Toronto, Ont.**—Prof. A. T. Laing, of the University of Toronto, has returned from his travels through Italy, Switzerland, France and Great Britain. During the four months of his absence he devoted most of his time to the study of roadway conditions. Prof. Laing stated that one, after travelling abroad, and particularly in Scotland, is impressed with the fact that there is still much to be learned or put into practice in Canada in order to keep pace with other countries, or to meet even in a remote way the economic requirements

essential to development. The time has come, said he, when the older and more densely populated districts much have better transportation facilities. Prof. Laing remarked that, as Toronto was surrounded by the best of agricultural land, he could see no reason why she should not be served by the district within a radius of thirty or forty miles. But this he believed to be impossible with the present conditions of the roads. By the use of the motor truck produce can be carried fifty miles in the Old Land.

**Kerrisdale, Point Grey.**—A lighting experiment is being tried in Point Grey, which, it is said, has already been favored by delegations of ratepayers from Wards Two and Three who have examined it. Point Grey is the first municipality in the district to endeavor to determine what can be accomplished by a municipal lighting and heating plant, and other municipalities are stated to be keenly watching the progress of events. The light, which is very brilliant, and yet soft to the eyes, is obtained from gas manufactured from petrol, and is declared to be produced at a very low rate, the trial working out at a cost of about 69 cents per thousand cubic feet of gas. The plant works on an automatic principle, it being said to only require attendance about once in six months. The illuminant is now on trial, and if successful a proposal may be made for the municipality to undertake the lighting of the district. The gas can be used for a variety of purposes, street and house lighting, house heating and cooking purposes. If this principle is adopted, small plants will be erected in various parts of the municipality, this being a better method than having one large central plant, as it will not be necessary then to have large gas mains throughout the area, the small plants being able to supply each section through small pipes. No scheme, however, has yet been outlined, the matter still being in a tentative stage.

**Montreal, Que.**—The Harbor Commissioners, at a conference held recently with the Hon. J. D. Hazen, Minister of Marine and Fisheries, obtained an additional grant of \$18,000 for the purpose of completing the new addition to the grain elevator, the original grant of \$50,000 being found insufficient. The Commissioners hope that the only works contemplated in the harbor for the immediate future will be finished this year. On their return they expressed extreme gratitude for the liberality the Minister had shown in granting their requests. The question of a free port, which has been agitated here for some time, was also briefly discussed. In the opinion of Commissioner Robertson, Montreal was already a free port, and the Board of Trade and other commercial bodies were, therefore, asking for something they already had. Mr. Robertson stated that he was unaware where any port existed at which there were no tolls to correspond to all the harbor charges in Montreal. The report of the Royal Commission on Transportation in its last sitting, urged that Montreal be established as a free port; but this Mr. Robertson held had already been done, though without any special sanction from Parliament.

**Montreal, Que.**—An additional \$20,984 for sidewalks is the request of the Board of Control from the City Council as a result of Superintendent Barlow's report, submitted at a recent meeting. It is found that more sidewalks than it was expected can be laid this year before cold weather sets in, and the supplementary amount of money is requested that as much work as possible can be done, especially on streets which have been paved, but on which sidewalks are not yet laid.

**Ottawa, Ont.**—About 1,000 tons of peat from the plant at Alfred, Ont., will be sold in Ottawa this winter. The price of this commodity to Ottawa people will probably be \$5 per ton. The Government three years ago, as an experiment, installed a plant there that had proved most successful in Europe, and turned out thirty tons a day. Later, the Govern-