

**Edmonton, Alta.**—Mr. F. C. Field has returned from an investigation of the asphalt deposits in the Fort McMurray country, and vigorously discounts the opinion abroad that the tar sands along the Athabasca River, north of Lesser Slave Lake, will not prove up to the standard for street paving. The paving done in Edmonton with the Alberta asphalt is said to be as good as that done with imported material. Time alone will disclose, however, the durability and wearing qualities of the new product.

**Montreal, Que.**—The question of sewage treatment is receiving considerable attention. The Provincial Board of Health has ordered the city to discontinue polluting the waters of the Back River. Chief Engineer Mercier recommends against the construction of six sewage treatment plants, and is in favor of a large trunk sewer to connect all the sewer openings along the river and convey the sewage to a single basin near Rosemount. The estimated cost is upwards of \$1,000,000, and surveys for the proposed sewer are now being made. One purification plant will, under this arrangement, be all that is necessary, whereas, in the former scheme, seven plants would be required in a distance of three miles. In any event, the Notre Dame de Grace sewer, which has cost \$500,000, and which drains Mount Royal, Cote des Neiges and Notre Dame de Grace wards, cannot be used until some system of sewage treatment has been installed.

#### PERSONAL.

Major R. W. LEONARD, of St. Catharines, president of the Coniagas Smelters, has received an appointment to the rank of Lieutenant-Colonel.

H. B. SIMS, assistant engineer of the British Columbia division of the Canadian Pacific Railway, has been granted a commission and leaves shortly to join the Canadian Railway Construction Corps at the front.

NORMAN McKENZIE, a former student in civil engineering of the University of New Brunswick, has been granted a lieutenancy with the Royal Engineers. He went to England last winter with the 23rd Battery, C.F.A.

W. F. ANGUS, vice-president and managing director of Canadian Steel Foundries, has been appointed a director of the parent company, Canadian Car and Foundry, Montreal, to fill the vacancy caused by the death of M. E. Duncan.

T. R. F. CASE has been appointed assistant general manager of Steel and Radiation, Limited, Toronto. Mr. Case will have general charge of the business and plant under the direction of Mr. H. H. Macrae, managing-director. Mr. R. J. Cluff, formerly general manager of the company, resigned recently to devote his entire attention to his own private interests.

C. E. HENDERSON, B.S., who has been assistant city engineer of Port Arthur since the spring of 1911, and who was assistant engineer for some time previous to that appointment, leaves next week to become city engineer of Saint Augustine, Florida. Mr. Henderson graduated in civil engineering University of Illinois, 1906. He spent one and a half years as assistant engineer in Kansas and Oklahoma of the Missouri, Kansas and Texas Railway, two years as engineer, masonry construction on the Chicago, Milwaukee and St. Paul Railway, and also spent a year as instructor in civil engineering at his Alma Mater.

#### OBITUARY.

The death occurred at Campbellton, N.B., last week of Mr. Evan Price, superintendent of the North Shore district of the Intercolonial Railway.

While working on one of the towers on the transmission line north of Cornwall, Ont., of the Cedars Rapids Manufacturing and Power Co., Mr. Harry Duclos, line inspector, was instantly killed recently. The deceased was 28 years of age and a resident of Montreal.

#### OTTAWA BRANCH, CANADIAN SOCIETY OF CIVIL ENGINEERS.

The annual meeting of the branch will be held in the board room of the Commission of Conservation, on October 14th, at 8.15 p.m. Ballots for the election of officers for 1915-16 will be opened and the new officers installed. The membership of the branch as it stands at present is as follows: Honorary members, 1; members, 45; associate members, 124; juniors, 32; students, 17; Ottawa associates, 18. Total, 237.

#### REGINA ENGINEERING SOCIETY.

We regret to note that the Society has been obliged to discontinue, for the present at least, the publication of its Journal. There are publications whose *raison d'être* can scantily compare with the unifying power and service which the Journal has striven to be and give among the members of the young Society. The present is a time when its mission is most needful. Its support has dwindled, however, in the pinch of hard times, and with the inevitable result.

It is to be hoped that the Society will rally despite adversity and that the light of the Journal will soon show itself again among the shadows with which wartime is besought.

#### COMING MEETINGS.

NATIONAL PAVING BRICK MANUFACTURERS' ASSOCIATION.—Annual convention to be held in Dayton, O., October 11th and 12th, 1915. Secretary, Will P. Blair, B. of L. E. Building, Cleveland, O.

AMERICAN SOCIETY OF MUNICIPAL IMPROVEMENTS.—Annual convention to be held in Dayton, O., October 12th to 14th, 1915. Secretary, Charles Carroll Brown, 702 Wulsin Building, Indianapolis, Ind.

Mr. H. B. Fergusson, of Montreal, the Canadian representative of the Russian Government, is seeking experienced railway construction men in Canada, whom he wishes to send at once to Russia for the purposes of working on an emergency railway that, when completed, will be of inestimable value to Russia and the allies. Track layers, track foremen, blacksmiths and timber men are all required. The work will be done 500 miles from the firing line, and men undertaking it will be paid at Canadian rates of wages, and will be required to undertake a six months' contract. Men offering must be British subjects and must be medically fit.