

ations to the cabins have been commenced. Repairs have also been completed to the "Plummer," "Dwyer" and the tug "James Whalen."

Regina, Sask.—Considerable interest is manifested in Regina in the natural gas proposition made by the Coste-McAuley Syndicate, which has been favored by the city council. According to the terms of this agreement, the city will secure natural gas at the rate of 20 cents per cubic foot, which will mean that power can be supplied to industrial concerns at a nominal figure without incurring any loss to the city. The power problem has been recognized by the city for some years past as a difficult one; and, although Regina's rates were lower than those of practically every city in the west, it was recognized that the advantage to industrial concerns was to a certain extent off-set by the high rate for power. With natural gas at this price, it is claimed that power rates for such as milling enterprises, etc., would be reduced to a minimum; and all of Regina's business men are very optimistic with regard to the probability of greater industrial development. The gas will be secured within 100 miles of Regina, and piped to the city.

Montreal, Que.—This city is now advertising for tenders for the fourth unit of work in connection with the filtration plant under construction. This last portion requires an approximate expenditure of \$150,000, which will bring the total cost of the plant to about \$1,350,000. The construction of the filtration plant was divided into four portions—namely, the supply and installation of the machinery; the construction of final filters, including gravel and sand beds; the construction of pre-filters and filtered water reservoir, and the construction of buildings. The first three contracts are not quite completed, much delay having been experienced in the laying of the foundations, which were damaged by frost in the course of last winter and had to be repaired. The British Electric Plant Company, of Alloa, Scotland, for the sum of \$40,250, is supplying and installing the pumping machinery, which consists of 14 centrifugal pumps directly connected to the electric motors, 4 of which are of a capacity of 17,500 gallons per minute, 2 of 11,600, 2 of 5,800, 2 of 1,300, 2 of 330 and 2 of 150 gallons. The rotary blower to be connected to an electric motor has a capacity of 5,000 cubic feet of air against 5 pounds per square inch pressure. The contract also provides for the supply of 2 hand-operated cranes of a capacity of 6 tons. Mr. Norman M. McLeod is executing the contract for the second division of the work at a cost of \$673,000, and also for the third division at a cost of \$485,000. This third contract calls for 16 reinforced concrete pre-filters of the mechanical type of $3\frac{3}{4}$ million gallons each per 24 hours; and for a reservoir with a capacity of $6\frac{1}{4}$ million gallons.

Victoria, B.C.—Arrangements are being made for an early start this year on the water rights investigation work being carried on in Greater Vancouver and in the lower Fraser Valley. That portion of the work of particular interest to Greater Vancouver is the measurement of the flow in Lynn, Seymour, and Capilano Creeks and their tributaries; and calculations as to water storage possibilities on these streams and investigation into the watershed situation with a view to ascertaining what damage might be done to the water supply by the removal of the timber on alienated land. Much of this work has been under the direction of Surveyor W. C. Smith; and he will continue his field investigations during the coming season. The work in the entire district mentioned is under the control of E. A. Jamieson, one of the assistant engineers of the provincial water rights department. The work on the north shore will be under the immediate supervision of William Young, comptroller of the provincial water rights branch. The investigations of the water rights department will have the effect of putting Vancouver's claim in Seymour Creek on a more definite basis. It has been

reckoned that there are 3,000 miners' inches of water in the creek, of which 1,700 are controlled by the city of Vancouver, including those acquired from Point Grey and Burnaby for conveying water to those municipalities. The volume of water has never been known with any certainty, and doubt has been expressed that there are 3,000 miners' inches in the dry season. Moreover, the surveys of the Seymour Creek watershed by the department of water rights will have direct bearing on the scheme for conserving the water supply being put forward by Vancouver. On the report of this department, and of the forestry branch which has been investigating the timber in the watershed, will depend whether or not the city will buy the timber rights and crown grants above Seymour Falls for a reservoir.

Vancouver, B.C.—It seems a certain thing that by early March the eastern portion of the new C.P.R. station at Vancouver will be occupied. When the office staff and regular facilities have been transferred to this new structure, the work of razing the old depot will be undertaken, and upon its site will be constructed the Granville viaduct, which is another of the terminal units planned by this railway system. The new station will measure across the tracks from east to west, 480 feet, or practically two blocks long. It is being constructed of red brick, terra cotta, and granite and limestone trimmings. Along the Cordova street side there will be ten great Corinthian free-standing columns and ten engaged columns, constructed of limestone. The great entrance will open out directly on Cordova Street. From this entrance straight through the general waiting-room will be the main entrance and exit to all trains. There also will be an entrance off Granville Street and one on the track side for third-class passengers from the wharves and trains. In all, there will be six entrances. There will be two floors below the street level on the track side. Baggage and express departments will occupy most of the room in these. Here also will be the mail room, telephone exchange, service department, pump and boiler-rooms, also two large electrical transformers for lighting the building and running the elevators. The lower mezzanine floor is to be occupied by the kitchen; the central portion of the main floor by the general waiting-room, which will be 150 ft. long and 60 ft. wide, with massive pillars at the sides and a ceiling heavily beamed and panelled, 40 feet above the floor. In this room the lunch counter will be installed. A large lobby will open from the main waiting-room for first and second-class passenger business, while the third-class waiting-room and ticket office will be on the upper mezzanine floor. On the main will be located also the general freight department, general passenger agents, baggage agents, claims agents, as well as the offices of the Canadian-Australian steamship service, commissary, etc. Finally, the attic floor will be occupied by the general staff and all offices, such as private bureaux, the draughting-room for the engineering department, the railway telegraph and the like.

PERSONAL.

CHAS. H. KEEFER, C.E., Ottawa, was elected to the Board of Directors of the American Society of Civil Engineers, at its annual meeting in January.

W. G. CHACE, Chief Engineer of the Greater Winnipeg Water District will address a meeting of the University of Manitoba Engineering Society, on February 9th.

S. G. PORTER, M.Am.Soc.C.E., addressed the Calgary branch of the Canadian Society of Civil Engineers at a meeting on January 23rd, on "The Engineer and his Relation to Society."

P. B. MCGINNIS, until recently connected with the Canada Cement Company, in their Winnipeg office, has been