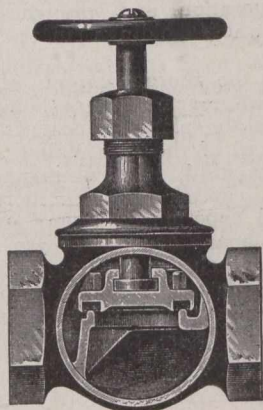


# The Measure of Success

of any valve is its ability to STAY TIGHT.

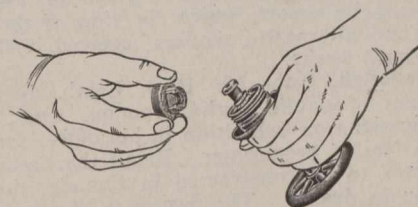
## FAIRBANKS VALVES



are tight and stay tight under the most severe conditions. The disc is loose on the spindle, allowing it to come to an even bearing on the seat. The use of our composition ring which is spun in the disc, enables us to use a rounded seat as shown; this affords less surface than a wide, flat seat for the lodging of scale, chips, etc. Any that do lodge become embedded in the elastic disc without destroying the valve seat. The valve is doubly strong, owing to proper distribution of metal.

These points all count after the valve has been in service, and mean the difference between a leaky, wasteful valve and a Fairbanks Economical Valve.

By removing the bonnet of the valve as shown and inserting one of our brass discs with composition ring, the valve is made as good as new.



## The Canadian Fairbanks Co.

Limited

Fairbanks Scales—Fairbanks-Morse  
Gasoline Engines—Safes and Vaults



Fairbanks Valves—

4  
Montreal Toronto St. John, N.B. Winnipeg Saskatoon Calgary Vancouver All sizes—for every requirement

into the trunk sewer, at present under construction in west Mt. Pleasant, the total cost of which will be \$21,480.00. The following is a list of the sewers with connections, also the estimated cost of each, which was passed by the board of works at a recent sitting: Alberta street, from Tenth avenue to Eleventh avenue, 12-inch pipe, \$1,330; Eleventh avenue, from Columbia street to Yukon street, 10-inch pipe, \$2,450; Twelfth avenue, from Manitoba street to Yukon street, 10, 12 and 14-inch pipe, \$5,400; Thirteenth avenue, from Columbia street to Yukon street, 10 and 12-inch pipe, \$2,900; Fourteenth avenue, from Manitoba street to Alberta street, 10 and 12-inch pipe, \$3,300; Fifteenth avenue, from Alberta street to Quebec street, 10 and 12-inch pipe, \$6,100.

### MISCELLANEOUS.

**Montreal, Que.**—Hon. T. P. Brodeur, Minister of Marine and Fisheries, announced that the work of securing a 35-foot channel from Montreal to the sea will be vigorously proceeded with. The channel has now a uniform depth of 30 feet. Two dredges below Quebec, seven more above and a number of others to be built will deepen the channel. It is expected that the work will take five years to complete.

**Ottawa, Ont.**—A contract has been let to the Symons Company, Glasgow, for a new government dredge for British Columbia waters. It will cost \$210,000.

**Toronto, Ont.**—It is expected that contracts will be let this winter for constructing the new docks at the eastern end of Toronto harbor, so that work may be begun in the spring. The work of letting the contracts will depend on the passing of the by-laws by the people in January.

**Calgary, Alberta.**—J. A. Graham, one of the contractors building the Alberta Central Railway, said that the work was now in full swing. There are three outfits at work grading between Red Deer and Rocky Mountain House, 70 miles. Grading and construction is going on at Medicine River, four miles north of Evans.

**Edmonton, Alta.**—According to recent advices from the Dominion Government, a \$100,000 armoury will be erected here as soon as a suitable site can be secured.

**Edmonton, Alta.**—A new structure may have to be

erected to replace the Saskatchewan bridge, which was badly damaged in a recent railway wreck. The Edmonton Street Railway will not run their cars over the bridge.

**Nelson, B.C.**—It is reported that the Great Northern Railway Company has purchased the Le Roy Mine, and also that orders have been given to have the roadbed and all bridges placed in a thorough state of repair between the mine and the Granby smelter.

**Princeton, B.C.**—C. R. Briggs, secretary-treasurer of the British Columbia Portland Cement Company, Limited, is busy getting ready for active construction of buildings on the company's property Onemile. The capital stock of the company is \$500,000. Mining will be begun in due time.

**Vancouver, B.C.**—Plans providing for a second-class dry-dock of the commercial class have been filed for here in Ottawa. Captain N. Thompson is interested. The company will be entitled to a bonus of 3½ per cent. on an expenditure of \$2,500,000 for a period of twenty-five years. The dock will be over 600 feet long.

**Vancouver, B.C.**—The feasibility of establishing an iron and steel industry on Vancouver Island is engaging the attention of eastern capitalists. The only obstacle in the way seems to be the question of obtaining a suitable market. There seems to be no doubt as to value of neighboring iron holdings.

**Vancouver, B.C.**—Messrs. Waddell and Harrington, consulting bridge engineers, Kansas City, Mo., have been recommended to council, by the finance committee, as consulting engineers, for a period of five years, on a percentage basis. It is likely that the proposition will be accepted. The city anticipates the construction of a number of large bridges, and the remuneration suggested by Dr. Waddell is 3½ per cent. of the total cost of all structures. It is believed the city will allow the engineers \$50 a day whilst engaged on the work in question, as well as travelling expenses and other incidentals. Duty paid on plans coming from the United States would also be charged to the city, if the engineers' suggestions are adopted. Customs officers recently collected \$1,800 duty on the Granville street bridge plans, and nearly \$1,900 on drawings for the Cambie street structure.