

The Eastern Ontario Good Roads' Association will hold a convention at Ottawa, March 12th and 13th.

A claim is being made for \$100 for the cutting down of a tree in Hamilton by order of the city engineer.

Berlin, Ont., ratepayers have voted to take over the gas and electric light plants. The transfer will be made March 1st.

Steps are being taken to have obstructions in the form of boulders and sand bars removed from the Teeswater Ont., river, as they cause flooding of low lands. The cost will be about \$10,000.

The people of Plattsville and neighborhood recently purchased by subscription a road machine for the purpose of clearing ice and removing snow from the streets. Other places might do likewise with advantage.

Maclean Bros. have finished their contract for dyking at Chilliwack, B.C., which has taken about three years. The dykes extend about 15 miles and have reclaimed a large quantity of land. The cost was about \$160,000.

Winnipeg proposes to establish municipal gas works. It is figured that gas could be sold by the city at \$1.25 per 1,000 feet for fuel and \$1.50 for illuminating. A committee has also been appointed to consider a municipal telephone system.

The new hydraulic engines shortly to be installed at Springbank, will pump 4,000,000 gallons daily, or double the amount available with the old ones. There is also a smaller pump, constructed solely for the lower Colville springs, which will pump 400,000 gallons a day.

The Hamilton Bridge Co. has been awarded the contract for a new iron bridge across the Speed at Pipe's mill, near Guelph, for \$1,500. A tender from Sarnia was only \$9 higher. Some of the committee wanted stone, of which there is a good supply at hand, but iron was finally determined on.

The cement sidewalk work done in Hamilton last year has just been figured out by the assessors and amounts to 197,717 feet frontage, which with crossings, cost \$165,471. A contract for this year's cement has been again made with the Cayuga Lake Portland Cement Co. at 56 cents a barrel above last year's rate, that is \$2.16 a barrel.

A company in Maine asks authority to construct a dam by which the waters of the Allagash river would be diverted into the Penobscot. The natural flow of the Allagash is into the river St. John, and lumbermen on the latter say serious damage would be caused by lowering the water. The Canadian Government is asked to protest at Washington, and has promised to forward a statement of the facts to the United States Government through the British Ambassador.

C. H. Rust, city engineer, Toronto, reports that the cost of a civic asphalt plant with a daily capacity of 1,500 to 2,000 square yards would be \$25,000, and the cost of maintenance \$1,000 or \$1,290 a month during the working season. The staff required would be a superintendent, chemist, yard foreman, clerk, engineer and fireman, a man to look after the kettles and conveyors, and the necessary laborers.

The British Fire Prevention Committee, which has done good work in the sphere which it has laid down for itself, has issued a preliminary notice, calling an International Fire Prevention Congress to meet in London, England, July 7th—10th, 1903, at the time of the International Fire Exhibition. The congress will be divided into sections, taking up the following points: Building construction and equipment; electrical safeguards and protection from lightning; legislation and administration; fire survey and fire brigade patrols; insurance and fire losses; standards and tests for materials. H.R.H., the Duke of Cambridge, is president, and the Lord Mayor of London one of the vice-presidents. E. O. Sachs is chairman of the executive, and Ellis Marsland the general secretary.

The question has been raised before the customs authorities whether California asphalt, known as Alcatraz, which has been displacing Trinidad asphalt to some extent for paving purposes, is not really a product of petroleum, and therefore subject to duty. Newton J. Ker, city engineer of Ottawa, when asked to give an opinion said he considered it to be an asphalt and not petroleum. The question is of considerable importance in engineering works.

Prof. Amyot, provincial bacteriologist for Ontario gives some valuable information respecting the septic tank system of sewerage disposal, as tested at Berlin, Ont., which was selected on account of its great variety of industries, sending out all kinds of sewage matter. The experiments show that the capacity is limited and either precipitation or bacteriological treatment fails to render the affluent at all pure, though a very large percentage of the impurities is removed.

The Provincial Board of Health has approved of plans submitted by Listowel for a septic tank system, the effluent of which is to flow to filter beds half an acre in extent. The approval is conditional upon the purification of the sewage being effective in bringing it to a certain chemical standard. If the existing plant fails to do this extra filtering beds are to be provided. The board advises that as the soil of the Berlin sewage farm is of clay a neighboring property, which is higher and composed of sandy soil, should be purchased which will provide an efficient intermittent system of filtration to supply the required standard of purification, that at present not being satisfactory.

Marine News.

Dry docks are to be built at Montreal and New Westminster.

The steamships Algonquin and Rosedale are being repaired at Owen Sound.

A faster and larger boat will, it is said, be put on the Toronto-Hamilton route by the Hamilton Steamboat Co.

Montreal Harbor Commissioners have decided to equip the harbor with a 50-ton floating crane at a cost of nearly \$50,000.

The old railway wharf, at Gananoque, is being replaced by one of stone and cement from the water line. It will be one of the most substantial on the St. Lawrence.

The Government steamer Scout is being lengthened at Davis' dry dock, Kingston. She has been stood on her stern in order to put an addition to her bow, a unique way of lengthening a vessel.

The contract for the lengthening of locks Nos. 1 and 2 of the Lachine Canal has been awarded to Coulson, Quinlan & Robertson, of Montreal. The new locks are to be 270 feet in length, with a width of 45 feet and a depth of 14 feet of water on the sills.

The steamer Lady Laurier, the latest addition to the Canadian Government's fleet, arrived recently from Glasgow. She is a fine-looking craft of 1,000 tons, has a speed of 14 knots, and has a cable grappling gear sufficient for working in an ocean depth of 2¼ miles. Her interior fittings are in polished oak and plush. One of the cabins is marked "Minister," being the accommodation reserved for the Minister of Marine.

The Inland Lakes Transportation Co. has bought three boats in England and will bring them out for the season's business. They were built for the Black Sea trade, are each 212 feet long, 44 feet beam and 27 feet in depth, and will carry 140,000 bushels of wheat on an 18-foot draught. It is said that the three boats can be delivered in Toronto for \$450,000, which is very much less than they could be built for on this side. They will carry grain between Port Arthur and Collingwood.