

number of tenders are expected to be submitted, as the contracts are open to the world.

**Windsor, Ont.**—"Think of how few persons in the United States will be benefited by the Panama Canal, on which we are spending \$420,000,000, and then consider the great benefits to be derived by the hundreds of thousands of people clean across the country from the Lincoln Highway, stretching from the Atlantic to the Pacific," said E. P. Brinegar, secretary of the Argonaut Trail Committee, of San Francisco, in Detroit recently. The Argonaut Trail Committee is the dynamic California force in the western movement that is aiding the ocean-to-ocean project as a memorial to Abraham Lincoln, and fostered by the Lincoln Highway Association. "The Panama Canal, for which every citizen must pay his share of the cost, will bring untold benefits to England and Europe, enabling commercial interests there to gain easy access to the Orient," Mr. Brinegar continued. "It will make it easy for Atlantic coast shippers to reach the Pacific coast, and vice versa. But will it help the people of Michigan, Ohio, Indiana, Iowa or any point in the middle or far west? Yet the Lincoln Highway, of which our own Argonaut Trail, we hope, will be a part, will pass the front door of uncounted multitudes of people, and will be perpetually at their service. An ocean-to-ocean road built for endurance is a national need. There are men in Nevada and in other States to-day who must haul water fifty miles over rough and burning trails. And in States far more opened to civilization the need is equally great."

**Vancouver, B.C.**—Many roads about Greater Vancouver are being opened, cleared and graded and put in shape for traffic by the Provincial Government, under the supervision of Provincial Road Superintendent, Mr. E. McBride. The Provincial Government has appropriated \$25,000 to the municipality of West Vancouver for the improving of Marine Drive within its boundaries. To connect with the improved thoroughfare in the new municipality the Government is having Robson Road, from the west boundary of the city of North Vancouver to Capilano Creek, cleared and graded and put in good condition for all kinds of vehicular traffic. When all the roads on the north shore now in course of repair and improvement are finished, Road Superintendent McBride says that the districts on the north shore of the inlet will have excellent highways; in fact, nowhere in the province will there be better roads, and the scenery along the whole route from the North Arm to Howe Sound will be an attraction to tourists and others. Mr. McBride has charge of all road work in the Westminster district as far up the coast as Pender Harbor. In the district bordering this arm of the gulf much work is also being done by the Government in improving the roads. Mr. McBride in his periodical trips of inspection superintends all construction work. In numbers of cases after the roads have been cleared and graded the municipalities macadamize the surface and in other ways treat the portion of the roads which are most used for traffic.

**Ottawa, Ont.**—The Government is reported to be about to appoint a water power commission to be known as the St. Lawrence and Great Lakes Commission, for the purpose of studying the whole question of water power development from the head of the Great Lakes to Montreal. The probable members of the commission are given as: Professor McLeod, McGill University; Mr. Arthur Surveyer, Montreal; and Mr. C. R. Coutlee, of the Public Works engineering staff. It is expected the St. Lawrence and Great Lakes Commission will be engaged upon its task for several years to come. This work may result in the establishment of a permanent bureau dealing with water power questions to which the Government can go for reference. The Canadian section of the International Waterways Commission will have the use of the reports of the new commission.

**Vancouver, B.C.**—On a general inspection trip of Western lines of the Canadian Pacific Railway system, Mr. J. G. Sullivan, chief engineer for Western lines, arrived in the city recently. The question of utilizing oil as fuel instead of coal, as at present used on locomotives on the Cascade division of the Canadian Pacific Railway main line between Vancouver and North Bend, is one of the principal subjects to be taken up by the chief engineer with local traffic officials. Oil is used as fuel on other sections of the line in British Columbia, and an extension of the use has been planned in accordance with the general policy of increasing the efficiency of the service. Tanks for the fuel have been located at Port Moody, and the idea was mooted some time ago of having the oil piped to Coquitlam, where the Canadian Pacific Railway shops are now established. Mr. F. F. Busted, engineer in charge of the double-track operations in British Columbia, accompanied Mr. Sullivan to the city from Kamloops, and will take up a number of questions with him before he leaves again for the East. Mr. F. W. Peters, general superintendent for the British Columbia division, and Mr. H. Rindal, district engineer, will accompany Mr. Sullivan on his inspection trip of the main line and branches in this Province next week. The various terminal improvement schemes, in the way of new docks, bridges and new depot, which are now being actively prosecuted by the Canadian Pacific Railway in Vancouver, will be inspected by the chief engineer, and he will also discuss the gigantic tunnel scheme in the vicinity of Rogers Pass with local officials.

**Victoria, B.C.**—Just what shall be done towards putting an end to harbor pollution, a subject on which there has been of late numerous suggestions made to the city council, is a question which has been under investigation by the health officials of the city. City Sanitary Inspector Lancaster has, as a result of his investigations, reported to the medical health officer to the effect that the chief source of trouble is from sewerage effluent from various vessels berthing at the wharves, and for this he can suggest no remedy. Another serious phase of the question is the dumping into the harbor, from vessels, of garbage, kitchen refuse, boxes, etc., This can be remedied if those in charge of the vessels would insist that the rubbish now regularly deposited in the harbor be retained until the ships are well at sea. What can be done relative to the obnoxious odors which arise when the tide is out is another matter to be dealt with. The disagreeable odor arising from the mud flats below the Causeway during low water can apparently only be obviated by the dredging out of these banks so that at low water there will still be water over the mud. Whether the retaining walls now there would be affected if the present flats were dredged is a question which would have to be investigated. Either dredging would have to be resorted to or a smaller and lighter wall built some distance from the present walls and the space between filled in. Medical Health Officer Hall will shortly have a report before the city council going into the whole matter, and will make certain recommendations for the council's consideration.

**Ottawa, Ont.**—Experiments are to be made by Controller Nelson and Engineer Currie in the use of tarvia and oil on roads instead of water sprinkling. While the work this year will not be carried on in an extensive scale, it will form the basis of a report for next year's city council. It is estimated that the macadam and ordinary dirt streets can be treated with tarvia or oil for about ten thousand dollars more than the street sprinkling costs this year. The advantage of the extra expenditure will be more satisfactory work, and in addition it is claimed the oil and tarvia will pay the extra cost in added life of the roadway and lessened repairs. So far, tarvia, oil and similar substances have not been used to any extent by any city on asphalt pavements, and it is not proposed to experiment with them here. Water would