

building. The sea wall, 800 ft. long and 300 ft. in width, has been practically completed. It is expected that the dock will be finished early in November. A description of it was published in *The Canadian Engineer* for April 15th, 1915, while the elevator, which is being constructed by the Barnett-McQueen Co., of Fort William, Ont., was described in our issues of November 19th and December 17th, 1914.

Winnipeg, Man.—The Manitoba Exploration Syndicate offers to pipe 20,000,000 cubic feet per day into Winnipeg from gas fields distant 90 miles west. The Syndicate proposes to lay two 8-inch mains at a cost of about \$3,000,000, and to supply gas at a cost of 25c. per thousand feet. It states that a single well on its property is producing 2,000,000 cubic feet per day. The company has natural gas field holdings in Saskatchewan also, about 150 miles from Saskatoon, and similar holdings near Medicine Hat and Calgary in Alberta. Mr. L. S. Kempher is manager and chief engineer of the Syndicate.

Saskatoon, Sask.—The reinforced concrete bridge at 25th Street is progressing rapidly. A number of the arches have been completed and the concrete for the floor system is in place for over half its length. Concrete is being poured in two of the 150-ft. span arches, while the formwork is in place for two others. Mr. Fred. Saynor is resident engineer for the Provincial Government, and expects the bridge to be finished by the middle of October, with the exception of its lower deck, which will carry sewerage and water pipes, and electric conduits. The bridge provides a thoroughfare for street car, vehicle and pedestrian traffic.

Cape Tormentine, N.B.—The last crib in connection with the Cape Tormentine terminal of the Prince Edward Island ferry was set in position a week ago, and it is stated that the terminal may be completed before the end of the year. Besides crib work, two dredges are operating in the harbor on an approach to the ferry landing, and a stone breakwater is in the course of construction. The crib work is 800 ft. in length on the north side, and 270 ft. on the south, being an extension of about half a mile of breakwater. The other terminal, at Carleton Point, P.E.I., was described in *The Canadian Engineer* for February 25th, 1915. Tenders are now pending for the erection of various terminal facilities at this point.

Montreal, Que.—According to a statement issued last week by Mr. S. P. Brown, chief engineer of the Mount Royal Tunnel and Terminal Co., the excavation for the Mount Royal tunnel has been practically completed from end to end, and the concrete block lining, the blocks of which have been constructed at the Dorchester Street terminal yard, are in position for about half a mile from the eastern terminal. The remaining part will be solid masonry with the exception of the separation wall between the double tracks. This will be of steel and concrete. A section of it has already been completed from the eastern portal. It is believed that trains may be running through the tunnel in the early spring.

Ottawa, Ont.—The Billings Bridge over the Rideau Canal, described in *The Canadian Engineer* for January 29th, 1914, and March 4th, 1915, was formally opened last week. The bridge is about 600 ft. long and 60 ft. in width. The superstructure is of heavy through-plate girder construction, with five spans, each 78 ft. long, resting on reinforced concrete piers and abutments. It carries two street railway tracks, two 15-ft. roadways, paved with creosoted wood block on a 4-inch reinforced

concrete slab foundation, and two 6-ft. cantilever sidewalks. The abutments, one of them resting on piles and the other constructed with wing walls, are of very interesting construction. The bridge has cost about \$80,000.

Toronto, Ont.—Hon. G. H. Ferguson, minister of lands, forests and mines, has made an important arrangement with the Abitibi Pulp and Power Co., whose new plant at Iroquois Falls is now nearing full operation, whereby the company will purchase all pulpwood taken out by the settlers within a wide radius of the plant. This extensive power development was described in *The Canadian Engineer* for July 1st, 1915, at which time the large paper machines were just being installed. At the present time two of these are in operation, turning out over 90 tons of paper per day. In a few weeks the complete battery of four will turn out about 240 tons a day. All the newsprint manufactured is being exported and the company has a large market for its increased output.

PERSONAL

J. H. MOIR has been appointed traffic manager of the Edmonton Radial Railway.

P. J. FLYNN, manager of the Winnipeg joint terminals, has been appointed superintendent of the C.N.R. at Winnipeg.

J. COOK, of Weston, Ont., has been appointed superintendent of the Mimico and New Toronto Hydro-Electric Commission.

H. J. WHITE has been appointed supervisor of car work for the C.N.R. on all lines east of Port Arthur, with headquarters at Toronto.

A. H. EAGER, superintendent of shops for the C.N.R., has been appointed assistant superintendent of rolling stock, with headquarters at Winnipeg.

C. BOVARD has been appointed assistant superintendent of the New Brunswick division of the National Transcontinental Railway, with headquarters at Edmundston.

ROBERT KING, formerly superintendent at London for the Canadian Pacific Railway, has been appointed superintendent of the National Transcontinental Railway with headquarters at Winnipeg.

E. S. M. MACNAB, until recently electrical foreman of the car department at the Angus shops, Montreal, has been appointed engineer of electric car lighting for the Canadian Pacific Railway.

C. E. AUSTIN, formerly of Moose Jaw, has been appointed manager of the government system of terminal elevators situated at Port Arthur, Moose Jaw, Saskatoon, Calgary and Vancouver.

JOSEPH DAW, an architect of St. Catharines, Ont., has been granted a commission with the Royal Canadian Engineers, and has secured an appointment on the Director-General's staff at Ottawa.

A. M. WEST, formerly city engineer of North Vancouver, has been taking a course in military training at Esquimalt, B.C. Pending an appointment, he has again resumed his duties as city engineer.

J. L. BOOMER, formerly superintendent of the Canadian Northern Railway, at Calgary, has been transferred to Brandon, Man., where he succeeds Mr. W. E.