

Portage la Prairie.—Mr. A. J. Riddell, representing Smith, Kerry & Chace, engineers of the dam on the Assiniboine, said he was here to push the work, and said the firm intended to finish the work before the freeze-up.

Prince Rupert, B.C.—It is expected that negotiations will be entered upon with the officials of the G.T.P., in the hope of securing the use of the site at Seal Cove for the civic electric plant temporarily.

Detroit, Mich.—The General Electric Company, and others who control most of the water power of Michigan, are seeking to prevent the invasion of Detroit and Michigan by water-power transmitted from Niagara by Canadian companies. The War Department has been requested to interpret the meaning of the legislation affecting Niagara by which the city of Buffalo is permitted to buy and use Canadian-Niagara Power. It is held that the law was meant to permit the purchase and use of Canadian power only in municipalities adjacent to the place of development, and that Detroit and other distant places, cannot reasonably claim the right to import power from Niagara. In the event of the Department ruling in favor of the would-be purchasers, it is probable that arrangements will be made for the introduction of a bill at an early session of Congress, to place on electric power a tariff high enough to assure its exclusion. It is felt that such a bill would have the complete support of men friendly to American electric companies, and they would do their utmost to force its passage, on the ground that it will be intended only to protect established American concerns. If a duty were imposed on imports of power, plans that are now being outlined for the sale of Canadian current in the United States, would be abandoned.

SEWAGE AND WATER

Niagara Falls, Ont.—A committee has been appointed by the Niagara Falls Board of Trade, to co-operate with the Niagara Frontier Pure Water Commission in an attempt to prevent the City of Buffalo from dumping sewage into the Niagara River. The cities of Niagara Falls, N.Y., Lockport and Tonawanda will strongly oppose the pollution of this river, and an effort will be made to secure the support of the government, whose Conservation Commission recently decided to discuss the question of international stream pollution.

Sydney, C.B.—When the sewer contracts are complete, Sydney will have acquired nearly 4 miles of new sewerage in 1910, representing \$40,000 expenditure. This will give Sydney 21½ miles of sewer main at the end of the present year. The expenditure for the present year is nearly twice that for 1909.

Lethbridge, Alta.—Mr. T. Aird Murray, M. Can. Soc. C.E., and Toronto consulting sanitary engineer, called here with regard to the purification of the sewerage disposal for the city, and has submitted his report. He recommends the system known as the "Artificial Biological Filtration," preceded by preliminary removal of solids, followed by disinfection. He places the initial cost at about \$81,000, with annual operating expenses of not more than \$2,000.

BY-LAWS AND FINANCE.

Toronto, Ont.—The ratepayers will be asked to vote on a \$100,000 good roads by-law.

Welland, Ont.—City council passed a by-law to raise \$33,000 for sewer construction.

Vancouver, B.C.—The city council are considering a \$628,000 sewerage by-law to be submitted by the end of October.

CURRENT NEWS.

Ottawa, Ont.—Sir Robert Perks, representing the Dominion Dry Docks Company, of which he is a leading member, has filed plans with the public works department, for a dry-dock at Levis, Que. It is to be a first-class dry-dock and able to handle the largest boat that floats.

Ottawa, Ont.—It is believed that Deputy Minister A. W. Campbell has six tenders for the Quebec Bridge. They include one from the Dominion Bridge Company, of Montreal, one from the Canadian Bridge Company, of Walkerville, Ont., one from the Phoenix Bridge Company, of Phoenixville, Pa., one from the British Empire Bridge Company, of Darlington and Birmingham, England. Tenders are believed to be in from a French concern and also one from Krupps, of Essen, Germany.

Toronto, Ont.—A combination for the control of the Canadian and American markets in radiators, heating boilers, and kindred supplies, has been incorporated in the Steel Radiation Company, of Canada, Limited, with a capital of \$5,000,000. The King Radiator Company and the Expanded Metal and Fireproofing Company of Toronto, are two of the concerns that have been absorbed by the new organization.

Toronto, Ont.—The John Inglis Company, Ltd., have taken over the Toronto Ship Yards, and will operate the plant in connection with their machine and engine works at 14 Strachan avenue. The land is held under lease by the Canadian Shipbuilding Company, Ltd., and is owned by the Grand Trunk Railway. It is valued at \$7,490 and the buildings are valued at \$7,500.

Vienna, Ont.—The gas well struck here a few weeks ago is causing considerable stir. The leasing of lands by companies has caused a considerable raising of rentals.

Winnipeg Man.—The Manitoba Good Roads' Association will appoint a deputation to wait on the Provincial Government, and urge that speedy action be taken in regard to the proposed legislation submitted last May.

Winnipeg, Man.—Arrangements have been made for the installation of a system for the prevention of corrosion of steam boilers by the alkalis of water. It is an electrolysis process, an invention perfected by Mr. Elliott Cumberland, of Sydney, N.S.W., who was in this city. It is done by decomposing water into its component parts, hydrogen and oxygen, and by introducing an electric current, preventing adhesion of the oxygen to the plates of boilers.

Vancouver, B.C.—A recommendation that the city engage the services of Waddell and Harrington as consulting bridge engineers was sent up to the council by the civic finance committee. The offer presented by Waddell and Harrington was to cover the wider range of work, viz.: cost of plans and supervision, for five per cent of the total cost.

PERSONAL.

Mr. E. M. Ashworth, has been temporarily appointed as engineer in charge of the Electrical Department at the City Hall, during the illness of Chief Engineer Aitken.

Mr. C. H. Rust, city engineer of Toronto, and Mr. E. A. James, Editor of The Canadian Engineer, leave this weekend for Erie, Pa., to attend the American Society of Municipal Improvements. The programme of this convention will be found elsewhere in this issue.

Mr. Charles Murphy, formerly superintendent of the eastern lines of the Canadian Pacific Railway, became general superintendent of transportation in the same district on Saturday, October 1st. Mr. Murphy, who has been in the company's employ since 1883, was formerly superintendent at Toronto, and, previous to holding that office, served in many capacities in different parts of Ontario, including Ottawa, North Bay and Prescott, where he was educated.

Mr. E. Duncan, lately resident engineer of the Canadian Pacific Railway at Orillia, has been appointed assistant engineer, with headquarters at Lindsay, Ontario.

Mr. I. Phillips, who for forty-three years has been engineer for the C.P.R., and preceding companies, from which it grew, has retired from service.

Sir Clifton Robinson, noted engineer, who is closely connected with many metropolitan and provincial traction companies, is on his way to this province. He represents a powerful financial group, which expects to take active interest in the development of the colony.