

which will go north by the Hudson Bay route and this will be ready by the time the line reaches the seaboard. There has been provided in the supplementary estimates four million dollars so that work can be proceeded with at once. Orders have already been given to the Grain Commission, under whose supervision the new elevators will be built, to proceed at once with work on the Moose Jaw and Saskatoon elevators. Both these cities have offered free sites and it is likely the offers will be accepted. The Commission will select the sites at once. The new elevators will be thoroughly modern in every respect, will have full inspection equipment and also hospital equipment for the drying of grains. They will have a capacity of three to four million bushels and will cost in the neighborhood of a million each. As soon as locations are settled in Alberta, work will be started there also. The commission will, it is expected, visit the Coast this summer and make arrangements for the new Pacific Coast elevators. The building of these elevators, it is believed, will do much to solve the difficulties of the annual blockade and transportation problem which faces the western farmer yearly. Hon. Robert Rogers has been particularly interested in this question and has given a great deal of attention to the subject and that the Government is going ahead with the scheme on a large scale is due to the efforts of the Minister of Public Works.

St. Catharines, Ont.—With an expenditure of \$50,000,000 planned for the next five years in the deepening of the Welland Canal, there will be an activity in the counties through which this waterway passes that will in some respects rival the work on the big canal across the Isthmus of Panama. Tenders are being called for the construction of the first sections of the work, beginning at the Lake Ontario end. The route to be followed has been settled definitely. It is to follow the Valley of Ten Mile Creek from Lake Ontario, crossing the present canal below lock No. 11 at the level which now exists there, the rise having been effected by three isolated locks with suitable pondage areas intervening. This level is carried through to the foot of the escapement below Thorold, which is overcome by three locks in flight and a single lock on the upper level, in the town of Thorold. Beyond Thorold the level of low water in Lake Erie will be held to Port Colborne, the present canal route being generally followed except between Port Robinson and Welland River. It is proposed to utilize the Welland River and at a point near Humberstone where the present sharp bend will be done away with by a cut-off. The guard lock will be built in this cut-off and will be utilized to protect the canal from the high water of Lake Erie. How great an improvement the new canal will be over the old may be gauged from the fact that instead of 27 locks, as at present, there will be but seven. The scheme is to build the locks 800 feet long by 80 feet wide, with capacity for 30-foot draft, though the canal will not at present be built with a draft of that amount. The reason of this is that the Soo has not yet the 30-foot draft. When it has the Welland will be deepened, but the same locks used. One of the questions that had to be met in planning the new canal was how the Welland River would be crossed by the canal at the town of Welland. On this point Hon. Mr. Cochrane stated to the House that the engineers recommend turning the river into the canal. The minister expressed the opinion that to do this would mean a saving of money and the towns would be helped out, too, by bringing the water supply from the lake. There will be no final decision, it is understood, until the towns have been heard from. These towns are Welland, Thorold, Merritton and St. Catharines. The conference to be held with them by the Government will settle the proportionate part of the cost which each of these municipalities should pay to secure fresh

water from Lake Erie in the construction of the large pipe line contemplated.

Montreal, Que.—City Engineer Janin has submitted his report to the Board of Control on the measures necessary for the improvement of conditions in Montreal's street car service. This marks the first step toward the betterment of conditions. Mr. Janin's report contains the following important suggestions: The elimination of all unnecessary stops; the placing of switchmen at every important junction point; teaching passengers to have their fares ready; the installation of larger and clearer signs on cars; the relief of congestion in the rear part of cars; the prohibition of the hauling of freight in day time; better supervision of traffic at junction points; doing away with delays at the central office; the prevention of "short-turning" of cars at the option of the conductor; the installation of autobus lines to supplement the tram-cars. Mr. Janin, in his report, has made no recommendations which will entail any large expenditure either by the Tramways Company or the city, and his report cannot be taken as a final solution of the street car problem.

PERSONAL.

D. ROSS, B.A.Sc., is assistant to Mr. Malm, electrical and traction engineer, Toronto Railway Company.

MR. J. E. RITCHIE, B.A.Sc., has accepted a position with the Toronto Iron Works, Toronto, as designing engineer.

CHARLES H. CLAPP, of the Canadian Geological Survey will become a member of the School of Mines faculty at the University of Arizona at the beginning of the next year.

MR. H. H. COUZENS, the new manager of the Toronto Hydro-Electric System, arrived from England last week, but will not take actual charge of the system till July 1st.

MR. L. W. RUNDLETT, at present city commissioner of Moose Jaw, Sask., has been appointed city engineer. This position will be in conjunction with that of city commissioner.

MR. NORMAN K. HAY has been appointed city engineer of Sydney, N.S., to succeed Mr. Campbell. Mr. Hay has been construction engineer with the Dominion Iron and Steel Company.

MESSRS. P. W. ST. GEORGE, J. A. JAMIESON and F. A. BARBOUR have been appointed by the city council of Montreal to report on the nature of the site selected for the filtration plant.

T. KENNARD THOMSON, consulting engineer, of New York City, was in Toronto on Friday last. He attended the commencement ceremonies of the University in Convocation Hall and received the degree of Doctor of Science (Honoris Causa).

S. A. WOOKEY, H. M. STEVEN and V. H. EMERY are directors of the Dominion Mineral Exploration Syndicate, with main offices in Kingston, Ont. Mr. Wookey is field engineer. All three are graduates in mining engineering of the University of Toronto.

HON. THOMAS TAYLOR, Minister of Public Works for the province of British Columbia, has been appointed to represent the Government of British Columbia at the annual meeting of the International Good Roads Congress, which commences June 23 in London, Eng.

MR. JOHN SPROAT, for 35 years road superintendent of Delta, has retired from that position. At a recent banquet which Premier McBride attended Mr. S. A. Fletcher, govern-