

**Guysboro, N.S.**—From an announcement made by the Minister of Railways and Canals last month, it is believed that an extension of the government railway will be built next year. The plan of the route runs from Sunny Brae to Lake Eden, thence to a point at Country Harbor Cross Roads, thence following the valley of Salmon River to Guysboro; thence around the head of Chedabucto Bay up the shore of the Strait of Canso to Mulgrave.

**Prince Rupert, B.C.**—The last pontoon for the Grand Trunk Pacific dry dock was launched last week. The dock and shipbuilding plant will be ready, with a complete complement of machinery for ship repairs, by August 1st next. The oil tank equipment at Prince Rupert is also completed and a few days ago the first oil-burning locomotive brought train No. 1 into the Pacific terminal. In a short time over the whole of the Grand Trunk Pacific line from Jasper westward oil-burning locomotives will be operating.

**Regina, Sask.**—The city council has practically completed arrangements for the construction of the following improvements: Concrete sidewalks, \$10,000; plank sidewalks, \$7,500; storm sewers, \$132,599; domestic sewers, \$10,688; sewage disposal and connections, \$16,500; waterworks pumps, wells, mains and connections, \$75,100; street railway extensions, \$10,000; health and relief (construction), \$1,655; light and power distribution, power house, \$29,117. Total, \$293,159. The portion of the money expended on improvement works which will be paid in labor is \$145,111.

**Vancouver, B.C.**—The Second Narrows bridge, which has been occupying the attention for some years of the Burrard Inlet Tunnel and Bridge Co., received a further set-back recently. The District of North Vancouver has taken the stand that no money can be advanced for the project until the subsidy by-laws, passed three years ago, are again submitted to the ratepayers. Articles in issues of *The Canadian Engineer* for August 20th, 1914, and March 4th, 1915, described the contemplated structure and the method adopted by the various municipalities concerned of meeting the expenditure.

**North Temiskaming, Que.**—The sub-structure of the new steel bridge at this point is now ready for the erection of steel. The construction of concrete piers commenced last summer and was finished in April, the cost of the sub-structure being about \$50,000. The large centre pier measures 8x27 at the top, 28x60 on the river bed, and is 55 feet high. It is distant some 240 feet from the shore piers on either side. The shore abutments are 70 feet wide at the base, and are 80 feet distant from the nearest piers. There are five piers in all. The cement work was done by Messrs. Lynch, Peckham and Gorman.

**Toronto, Ont.**—A heavy gale swept the water front on Sunday last sinking a large pile driver which broke loose from its moorings off Ward's Island and damaging to the extent of about \$14,000 the "Cyclone" dredge, at work off Fisherman's Island. This dredge, the largest in the world, is the property of the Canadian Stewart Company, and is engaged in reclamation work, pumping sand from about 700 feet from shore into the industrial site, at Ashbridge's Bay, of the Toronto Harbor Commission. It has a capacity of 20,000 cubic yards of material per day, and can discharge it at a point over 4,000 feet from the suction point. The damage to the outfit included the loss of a coal scow, a derrick scow and about 700 feet of unanchored pontoons.

## PERSONAL

E. S. MATHIESON, of Amherst, N.S., has been appointed town engineer of Trenton, N.S.

W. C. BLACKWOOD, B.A.Sc., has been appointed director of physics for the Central Technical Schools, Toronto.

W. C. C. MEHAN has been made general superintendent of the Grand Trunk Pacific lines between Edmonton and the coast.

GEORGE H. GREENFIELD, of Montreal, has been appointed plant engineer of the Canadian Car and Foundry Company, with headquarters in Montreal.

C. E. BROOKS has been appointed acting superintendent of motive power for the Grand Trunk Pacific Railway with headquarters at Transcona, Man., vice Mr. J. Billingham, resigned.

A. J. GORRIE, formerly superintendent of the Quebec division of the Canadian Northern Railway, has been appointed superintendent at Quebec for the Transcontinental Railway.

W. A. COWAN, formerly of the Intercolonial, and W. B. WAY, formerly of the C.P.R., have been appointed to the staff of Mr. F. P. Brady, division engineer for the Transcontinental Railway at Cochrane, Ont.

J. P. KIRKPATRICK has been appointed division superintendent at Edson, Alta., of the Grand Trunk Pacific, and is succeeded as superintendent at Regina by Mr. H. McCall, formerly superintendent at Melville, Sask.

A. P. LINTON, B.A.Sc., assistant chief engineer, Board of Highway Commissioners for the Province of Saskatchewan, addressed a meeting of the Regina Engineering Society last week, his subject being "The Construction of the Traffic Bridge at Saskatoon."

JOSEPH RACE, city chemist and bacteriologist, Ottawa, has recently been requested by the Board of Works to undertake the examination of all materials used in connection with asphaltic roadway construction. Mr. Race has had previous experience of roadway work in England and assisted in the preparation of the specifications which were ultimately adopted by the Roadway Board of England practically without modification.

The following are the officers of the Canadian Society of Forest Engineers, just elected to serve for three years: President, Clyde Leavitt of Ottawa, Forester to the Dominion Conservation Commission and Chief Fire Inspector for the Dominion Railway Commission; Vice-President, H. R. MacMillan, Chief Forester of British Columbia; Secretary-Treasurer, Ellwood Wilson, Forester to the Laurentide Company, Limited.

At its 13th annual meeting last week the Canadian Railway Club elected the following officers for the ensuing year: President, Mr. L. C. Ord, works manager, Angus shops; first vice-president, Mr. R. M. Hannaford; second vice-president, Mr. George Smart; executive committee, Messrs. T. C. Hudson, E. E. Lloyd, J. Hendry, C. Manning, E. B. Tilt and Prof. H. O. Keay; audit committee, Messrs. W. S. Atwood, W. H. Winterrowd and F. A. Purdy; secretary, Mr. James Powell; treasurer, Mr. W. H. Stewart.