

project, if desired, and have each individual project harmonize with the general plan covering the entire drainage basin. This, I hold, is a national duty and a national necessity.

TYPHOID FEVER IN PITTSBURGH.

Before the installation of the water filtration works Pittsburgh had a typhoid fever death rate of practically double that of any other large American city. As set forth in the last report of Mr. C. A. Drake, superintendent of filtration, the first filter unit was started in December, 1907. All of peninsular Pittsburgh was receiving filtered water exclusively in October, 1908, and all of the south side, except the 20th ward, in February, 1909. The present typhoid fever death rate in the filtered water district shows that the purified water supply may well be included among the very safest supplies of the world.

The following table, showing typhoid fever statistics in certain important American cities, shows what the Pittsburgh filtration works, under skilled supervision, and with the final filtered product sterilized with hypochlorite of lime, has done in the line of cutting the typhoid fever death rate to a practical minimum. The results achieved at Pittsburgh in this line are by far the most gratifying and spectacular ever noted in the history of water purification in this country.

Typhoid Fever Death Rate in Certain American Cities.
(Death Rate per 100,000 Population.)

CITY	1906	1907	1908	1909	1910	1911	Supply Filtered or Unfiltered
Albany	20	20	11	19	15	15	Filtered
Atlanta	50	64	47	44	43	56	Filtered
Baltimore	34	41	31	23	41	26	Unfiltered
Boston	22	10	26	14	11	9	Unfiltered
Buffalo	24	29	21	23	20	25	Unfiltered
Chicago	18	18	15	12	14	10	Unfiltered
Cincinnati	71	46	19	13	6	11	Filtered
Cleveland	20	19	13	12	19	14	Unfiltered
Denver	68	67	58	24	30	18	Unfiltered
Indianapolis	39	29	26	22	31	23	Filtered
Kansas City	38	40	35	23	38	24	Unfiltered
Milwaukee	31	26	17	21	45	19	Unfiltered
Minneapolis	35	26	18	20	58	11	Unfiltered
Nashville	66	85	62	53	48	..	Unfiltered
New Orleans	30	56	31	25	28	25	Filtered
New York	15	17	12	12	12	10	Unfiltered
Omaha	28	24	22	31	75	18	Unfiltered
Philadelphia	74	60	36	22	17	13	Filtered
Richmond	44	41	50	24	22	18	Unfiltered
Washington	52	36	39	33	23	20	Filtered
*Pittsburgh	141	135	53	13	12	10	Filtered

* Filtered water district. Includes 410,000 of a total of 545,000 inhabitants of Pittsburgh.

The National Pipe and Foundry Company, Limited, whose head office was formerly in the Board of Trade Building, Montreal, has moved to larger quarters at 802 McGill Building, McGill and Notre Dame Streets, Montreal. The company's works are at Alexandria, Ontario, where they make tanks and wooden water pipe in all sizes from 2-inch to 24-inch for waterworks systems, domestic supply and hydraulic mining; insulated wire conduits, steam pipe casings and acid-proof pipe for mines, tanneries and pulp mills.

COAST TO COAST.

Halifax, N.S.—The completion of the three transcontinental railway systems by providing what they lack—a properly equipped Atlantic terminus—is the central idea of the Dominion government in spending twelve million dollars on new terminals at Halifax, contracts for which, it is expected, will be let shortly. Halifax thus becomes one of two great winter ports of Canada. Possessed of an unrivalled harbor which requires no dredging or improvements to navigation, it has lacked, always, those terminal facilities which are absolutely essential to the development of any port. Its present docking arrangements are adequate only for local shipping and go only part of the way in accommodating the present ocean trade. There is no provision either for the congestion that oftentimes arises or for that expansion which will be the resultant of the country's growth. Three transcontinental railways point to Halifax—the National Transcontinental and the Canadian Northern are definitely planned to go there, while the Canadian Pacific is equally anxious to have an independent entrance, through fuller running rights on the I.C.R. or a line of its own. The volume of traffic these roads will carry to Halifax necessitates, obviously, the enlargement of "the spout." It is considered absolutely essential to the proper completion of these great national undertakings that their ocean terminals should be commensurate to the requirements of that great and voluminous traffic they are carrying now, or will carry in the near future. In view of these considerations, the national importance of the Halifax work is apparent.

Montreal, Que.—That the by-law regulating street traffic is to be drastically remodelled, was announced at the city hall recently. The amendments to the by-law will be of such a nature that they will affect not only drivers of vehicles, autos, etc., but pedestrians as well. It appears that during his visit to Chicago last week Mayor Lavallee was much impressed with the system in vogue there. It is very simple yet very effective. At the densely congested streets two policemen are stationed. All vehicular traffic is stopped by the sounding of one whistle; while two whistles permit it to proceed. So soon as the one whistle is heard pedestrians make haste to cross the streets, but when two whistles are sounded they remain on the sidewalks till they hear the one whistle again. So familiar have these whistles become in Chicago that they are instantly understood and the system is said to work even better than the holding up of the policeman's hand. It is this system that Mayor Lavallee will inaugurate in Montreal. Chief Campeau is to be called before the Board of Control and given instructions in regard to the new order of things.

Montreal, Que.—One hundred thousand dollars has been appropriated in the sundry Civic Bill which has passed the Senate at Washington for the American end of the expenses of the International Joint Commission which is now engaged in one of the greatest surveys ever attempted between Canada and the United States. The commission has settled the Livingstone's Channel and the Rainy Lake question, and is now working on a big problem in connection with the Lake of the Woods, etc., and also on several complicated questions of pollution of waters at narrow points along the Great Lakes. The Lake of the Woods problem involves the interests of \$75,000,000 of investment on the American side of the big sheet of water. The two governments want to know what is the best level to be established to serve the interests of all concerned. The sewage and pollution question is of vital interest to the region about Detroit, where the sewage of