

not occur. Also, relative to the department's telephone service, the department lines are operated under a separate exchange system in headquarters station, with a private wire for fire alarms only. Further, Mr. Page's suggestion that a fire alarm wire to the North Dairy Farm pumping station is required has been adopted, and the line is about completed.

The officials' report also states that it is the intention of the water commissioner not to construct any more four-inch mains except occasionally on streets whereon there are a number of houses and in the outskirts of the city.

In answer to a question, Fire Chief Davis stated that for the past two months the pressure available for fire fighting purposes in Victoria West has been good. At the Victoria West fire hall, which is about the highest point in that section, the pressure has been maintained at from fifty-five to sixty pounds and has not been less; while on the low level the pressures range from ninety to ninety-five pounds, and have run as high as 105 pounds. This improvement has occurred since the Esquimalt Water Works Company installed its new main to Goldstream. About two months ago while repairs to the pipe line were being made, the supply was gradually reduced during the day, with the result that the pressure had been reduced to about twenty-five pounds.

ST. LAURENT AND MOUNT ROYAL FRANCHISES.

An ending somewhat characteristic of present-day developments has taken place in the case of the franchise for the public service of the municipality of St. Laurent and the disagreement between that municipality and the new Model City of the Canadian Northern Railway. It may be recalled that the Franco-Belgian Syndicate some time since obtained the franchise for the supply of water for the town but refused to post the deposit of \$20,000, being no doubt desirous of obtaining the franchises for all the public services. Later, the council granted franchises for water supply, lighting and street railway service to the company, the conditions being that the franchise was for twenty-five years, work on the waterworks and on lighting to be commenced within thirty days of notice from the council, and the railway to be commenced within six months of the adoption of the by-law now before the legislature at Quebec.

The Franco-Belgian Syndicate only had a capital of \$100,000, but was applying to the Dominion Government for an increase to \$2,000,000, and the representatives of the company claimed they had lots of French and Belgian capital behind them and were well able to post their \$50,000 deposit.

It was a little significant that the Montreal Tramways Co. was not making a very strong agitation against the granting of the franchise, so far as known. When the matter came up before the Quebec legislature, it developed that the Franco-Belgian Syndicate had turned over its franchise for street car service to the Montreal Tramways Company and its lighting franchise to the Montreal Public Service Corporation. These concerns are those with which Mr. E. A. Robert, M.L.A., is particularly interested and which are included as subsidiaries in the Montreal Tramways and Power Company. It was suggested that Mr. Robert should not vote in the matter when it came up at Quebec, but the point was not pressed for the reason that the government had a large majority in any case.

In the above connection, also, the legislature sanctioned a twenty-five year franchise for the Montreal Tramways Co. for the street car service for the Canadian Northern Railway "Model City," the name of which town was changed at the same sitting of the legislature to "Mount Royal." Also, at the same meeting, a fifteen-year franchise was given the Montreal Public Service Corporation for the lighting of the streets of Mount Royal. The counsel for the Montreal Light, Heat and Power Co. was on

hand to object to this on various grounds, among which was the fact that no one yet lived in Mount Royal. He claimed that it was a shame that this company should get the exclusive franchise in this manner when there were so many other companies in the field. The answer made to this remark by the friends of the bill was that the Montreal Light, Heat and Power Co. should have thought of this when they were getting their privileges in 1901 and that if they were prepared to give up their exclusive franchises the other companies were prepared to do the same.

As a result of the final revision made by the private bills committee of the legislative assembly, the Montreal Tramways Company, and allied interests, abandoned their exclusive franchise for the construction of a water works system in the parish of St. Laurent, and retained the exclusive franchises for the tramways service, and the supply of electric light and power. These franchises are for the period of twenty-five years each. The protests of the electors of the parish of St. Laurent and the vote they had taken against the water works privilege being limited to one company, were not commented on in any way.

The legal representative of the company, Mr. Rinfret, moved that the reference to the water works by-law, which the bill asked to be sanctioned with the two other by-laws, be omitted, and this was followed by the further amendment, also included in the bill of Mount Royal in favor of the protection of vested rights.

Honorable Mr. de Varennes, chairman of the committee, inquired whether the representative of the parish of St. Laurent consented to the change, and Mr. Jasmine nodded consent.

The Vancouver board of trade is taking up matters of material benefit to the province as a whole, one of which is the question of securing actual settlers for the land. There has been criticism of the manner in which the land resources of the province have been administered, and the board of trade committee have had the matter under consideration for months. The substance of its report is that care should be taken to exclude the speculator, to encourage the settler and to help the man who would till the soil, practical assistance being given by the government.

PERSONAL.

R. A. ROSS, consulting engineer, of Montreal, has been engaged by the city of Calgary to make a report on the local power and light situation.

H. A. BAYFIELD, government superintendent of dredging in British Columbia, has been relieved of his duties by the Minister of Public Works.

ALEXANDER POTTER, consulting engineer, New York, has changed his address from 114 Liberty Street to 50 Church Street, New York City.

H. BARBER has resigned from the Hydro-Electric Department of the city of Hamilton to take a position with the Toronto Hydro-Electric Commission. Mr. Barber is a graduate of the Toronto University in Electrical Engineering.

JOSEPH D. EVANS, who has been chief engineer of the Montreal Tramways Company since June, 1911, will sever his connection with that company on January 1, and become construction manager of the Electric Bond and Share Company, of New York, one of the largest builders and operators of public utilities on the continent.

J. W. TYRRELL, one of the first graduates of the School of Practical Science, has formed a new consulting engineering firm in Hamilton, Ont. The members of the