

Government project for the embellishment of Hull and Ottawa, and expressing the willingness of the city to pay their share towards paying for the cost of the preparation of the plans, as contained in the report of the special committee appointed by the city council, which interviewed Hon. George Perley. Mayor Dupuis had no written report of the work accomplished by the committee, but submitted a verbal one. He stated that he with Alderman Doucet and Alderman Thibault interviewed Hon. George Perley, and were advised that plans of the Federal Government's project had been prepared and would be submitted to the cities of Ottawa and Hull, who would be asked to pay half the cost of their preparation pro rata according to the population. That the said plans might cost in the neighborhood of \$50,000, of which sum the Government would pay half, Ottawa would pay \$20,000 and Hull \$5,000.

**Vancouver, B.C.**—"The engineers of the Provincial Forestry Department who are to cruise the timber in the watersheds of the various creeks on the north shore of Burrard Inlet, will commence their work immediately," stated Alderman Black, chairman of the waterworks committee of the city council. Asked when he expected the reports of the two parties would be available to the waterworks committee, Alderman Black said that he thought it would take the engineers and cruisers about two months to complete their work and prepare their reports. It is expected that when all the information and data that the reports will contain are received and digested the scheme of Alderman Black's for the conservation of the waters of the streams from which Vancouver derives its water supply will be proceeded with. This scheme, which has already been made public, involves the purchasing by the city of timber limits in the watershed of Seymour Creek for a number of miles from the present intake towards its source and the construction of a dam which will create a reservoir lake with sufficient water to meet all demands made upon the source of supply for future years during the dry season.

**Ottawa, Ont.**—Simultaneous with the appointment of the three highway commissioners by the Ontario Government come various opinions and recommendations regarding the good roads movement throughout the province. In the hope of getting suggestions which might be passed on to the new commissioners, the secretary of Ontario good roads has communicated with the Reeves of various townships scattered about the province, and the result is a decided tendency to ask more money from the government. The most common recommendation is that the government pay one-half the cost of good roads construction, instead of one-third, as provided under the Highways Act.

A second common demand is that motorists be compelled to pay more towards the roads they help to destroy. Complaints are made that motors wear roads out faster than the townships can afford to keep them repaired, and that it is the motor and not the horse vehicle, which does the bulk of the damage. This seems to be particularly the case in townships lying close to the larger cities. Force motors to pay a high tax, proportionate to weight of the car, is the suggestion.

From one county comes the recommendation that the roads leading from large centers of population, bear the full cost, and hold this out as an incentive to the more remote districts. Some districts are not inclined to favor the movement entirely, stating that more progress will have to be made at less cost, or the system will rapidly become unpopular among the people who are now paying the bills. The government, however, might absorb a good share of that cost.

The suggestion of a frontage tax comes from another country. It is a recognized thing that improved roads increase the value of adjoining farms and the recommendation is that

these farmers help pay for the roads in larger percentage than those whose farms are benefitted less.

**Quebec, Que.**—The Quebec Board of Trade has forwarded a memorial to the Minister of Public Works advocating the establishment of a modern steel shipbuilding plant at Levis in connection with the new drydock that is to be built by Messrs. M. P. and J. T. Davis. The memorial points out that in order to ensure the proper working of the dock it will be necessary to maintain a staff of competent shipbuilders and ship repairers and that these men must have constant work.

**Winnipeg, Man.**—Practical assurance has been given to the Winnipeg and St. Boniface Harbor Commission that the Dominion Parliament will appropriate the sum of \$100,000 in the next estimates to be brought down for the purpose of improving the harbor facilities on the Red River. Assurances to this effect have been given to the commissioners by Hon. Robert Rogers, Minister of Public Works in the Dominion Government, who has taken a deep interest in the work of the Commission ever since it was formed.

**Ottawa, Ont.**—Plans are well advanced, and tenders will be called for shortly for the new interior terminal elevators to be erected by the Government at Moose Jaw and Saskatoon. The designs are being made by the Barnet-McQueen Company, under direction of the Grain Commission. The works will go on this autumn, but final steps to build similar elevators in Alberta have not yet been taken. The interior elevators are designed to facilitate the farmers in marketing their wheat and getting their cash, and their establishment has long been urged by the grain grower societies. The Grain Commission intends to add a chemist to its staff for examination and analysis of wheat.

**Vancouver, B.C.**—Either water consumers of the city must show a less wasteful disposition in the use of water, or the Water Commissioner will be forced to resort to the Elk Lake supply to augment the supply being received from the Esquimalt Waterworks Company's system. With the advent of hot weather the demand for water has jumped by leaps and bounds, until now the supply being daily taken from the mains of the private company is 4,750,000 gallons, and the limit which the city can take under its agreement, and which can be delivered through the temporary main at the pressure given by the company is 5,000,000 gallons. The great superiority of the Goldstream supply, both as to temperature, taste and quality, induced the Water Commissioner to shut down the Elk Lake supply altogether, with a view of improving that source of supply while the water there is at its lowest point. But of late the demand has shown such an increase that this policy had to be discontinued. Water Commissioner Rust stated recently that Elk Lake water at this time of year, from its odor and color, is not desirable, and his idea had been to cut it off altogether, as he did not desire to mix the supply from the two sources. But the useless waste of water during the night has made it imperative to turn Elk Lake water into the main supplying the north-western section, and in consequence many complaints have been received from that section. He believes that, with the assistance of the consumers, the great waste can be obviated. The 5,000,000 gallon supply, he states, should be more than ample to meet all legitimate demands, but with hundreds of thousands of gallons going to waste every night, the problem of keeping up the supply is a difficult one, especially in the warm weather. If the consumers will assist, the supply will be ample during the day, and the reservoir steadily increased during the night.

**Victoria, B.C.**—To approve a satisfactory system of dividing the cost of construction and maintenance of the new Johnson Street bridge the city council sat in special session recently. The two draft agreements between the city