

Paterson Manufacturing Co., manufacturers of Tarvia Pavements, was represented by Messrs. Smith and Barnett. The claims for "Tarvia" are that it will, in one of its forms or another, solve every Macadam road problem, provide a dustless, cheaply maintained surface, and reduce general road costs. The booth was in a prominent corner and had many visitors.

Rocmac (Ontario) Limited, exhibit was in charge of Messrs. Allen and Seers. Photographs of roads constructed of Rocmac were shown. Many enquiries were received from interested members attending the convention.

Sawyer-Massey Co., of Hamilton, Ont., exhibited their machinery both inside and outside of the building. At the inside exhibit there was shown a stone crusher; outside was demonstrated a Sawyer-Massey steam road roller. This company also manufactures gas tractors, as well as a full line of road-building machinery. Mr. E. Crawford, manager of the good roads machine department, was the representative in charge.

United States Steel Products Co. showed samples of Triangle Mesh concrete reinforcement. The exhibit was in general charge of Messrs. Fred and C. H. Brurcke, the Toronto managers.

Wetlaufer Bros., of Toronto, showed a Wetlaufer traction mixer, with heart-shaped drum, a Mitchell stone crusher and other machinery such as concrete brick-making machinery, etc. This interesting exhibit was in charge of the Wetlaufer brothers and attracted a great deal of attention.

Other companies than those exhibiting were represented at the show. Among them were:

The Barber Asphalt Paving Co., of Philadelphia, represented by Mr. Gordon Smith, of Montreal, and Mr. P. S. Coyne, of Buffalo.

Lecky and Collis, of Napanee, Ont., manufacturers of Napanee rock drills and hoisting engines, and sales agents for Austin cube mixers and trench excavators, Priestman buckets, etc. Mr. Collis represented the company at the show.

The Thew Automatic Shovel Co., of Lorain, Ohio, represented by Mr. H. A. McLaughlin.

The Asphalt and Supply Co., of Montreal, represented by Mr. O. G. Carscallen, the Toronto manager.

The Hagersville Crushed Stone Co., represented by Mr. Robert Hambleton, of Hagersville, the president of the company.

The M. Rumely Co. Inc. of La Porte, Ind., manufacturers of steam and oil tractors and grader attachments.

COAST TO COAST.

Ottawa, Ont.—The revenue of customs receipts for the eleven months ending February 28 was \$103,485,000, compared with \$17,716,000 for the corresponding eleven months of the last fiscal year. This shows an increase of \$25,769,000 or, in other words, the increase for the eleven months of this fiscal year is greater than the entire customs revenue for the fiscal year 1898-99, which was \$25,734,000. The revenue for the month of February was \$9,155,000, and for the corresponding month last year \$7,447,000, being an increase of \$1,707,000.

Port Nelson, B.C.—The cost of surveys of the 420 miles of new road from Le Pas to Port Nelson, which have been made, amounts to \$156,430. The construction up to date on McArthur Bros.' contract has cost \$354,830. Supplies, including rails, etc., have cost \$195,343, while the bridge over the Saskatchewan at Le Pas was erected at a cost of \$108,000.

Ottawa, Ont.—At a recent session of the Senate Senator Chaquette asked for papers relating to the proposed Quebec drydock, which has been under consideration for the past fifteen years without anything definite being done. Senator Power said as there was a great dock in Montreal there did not seem to be justification for the expenditure of a large amount of government money to build another dock so near as the city of Quebec. There would not be enough work for the two docks, and the expense of maintenance would be thrown on the government.

Ottawa, Ont.—The board of control of this city are applying to the Federal Government and also to the governments of Ontario and Quebec to secure the necessary legislation to permit the city to get a supply of water from the lakes of the Gateneau hills. This is the recommendation of the British experts, who estimated the cost to be \$7,000,000.

Montreal, P.Q.—The firm of B. J. Coghlin Company, Limited, advise that they are leaving their present offices on St. Paul Street, corner of St. Francois Xavier, on or about the 1st of March, to occupy the new buildings erected next to their factory on Ontario Street East, Montreal. For almost fifty years their name has been associated with St. Paul Street, and while loath to leave a locality where they are well known, increase of business necessitates it.

PERSONAL.

WILLIAM N. ASHPLANT has been appointed city engineer of London, Ont.

MR. W. H. BEMAN, of Montreal, has been appointed commissioner in charge of the street paving for the city of Sherbrooke, Que.

JAMES IRVINE, resident engineer of the Canadian Pacific Railway at Kingston, has been moved to Toronto. L. S. Rudder, of Toronto, will take his place.

MR. PERCIVAL LANCASTER has been appointed city engineer of Belleville, Ont., in succession to James G. Lindsay. Mr. Lancaster commences his duties at once.

JAMES HUTCHEON, ex-city engineer of Guelph, Ont., has accepted a position in the Department of Lands, Forests and Mines at Toronto. He will remain a resident of Guelph for the present year at least.

M. H. BAKER, city engineer of St. Thomas, Ont., has been appointed city engineer of Prince Albert, Sask. It is understood that Mr. Baker will commence his duties in Prince Albert almost immediately.

ALAN FRASER, B.A.Sc., has been appointed engineer to the Toronto Iron Works, Toronto. He leaves the office of the district engineer of the Canadian Northern Railway this week to enter into his new duties.

MR. C. H. CUNNINGHAM has just entered into his new position with the Thor Iron Works of Toronto, of which company he is a director. Mr. Cunningham has been associated with Frank Barber, civil engineer, of Toronto, for the past two years.

HUGH GALL, B.A.Sc., has been appointed assistant engineer to Frank Barber, consulting engineer and engineer to the county of York. Mr. Gall will be remembered as having led the Rugby team of the University of Toronto in several of its inter-collegiate and national victories of the last few years.

FRANCIS H. PARR, of the Institution of Municipal and County Engineers, and the Royal Sanitary Institute, has been appointed as permanent engineer for the municipality of Kildonan. He has had ten years engineering experience