



**MR. WALTER F. WRIGHT,**  
Ontario Manager of Eugene F. Phillips' Electrical Works, Ltd.

**LARGE CABLE CONTRACT.**

The Eugene F. Phillips Electrical Works were recently awarded by the City of Ottawa the contract for the supply and installation of the 13,200 volt, Three Conductor Paper Insulated Cables connecting up the central distributing station with the new pumping plant. This is one of the largest cable contracts given out by a Canadian municipality for some time.

Mr. Walter F. Wright, who has been appointed Ontario Manager of the Eugene F. Phillips Electrical Works, with offices in the Traders Bank Building, Toronto, is a son of Mr. J. J. Wright, founder and former general manager of the Toronto Electric Light Company. After graduating in Applied Science at the University of Toronto he spent several years with the General Electric Company at Schnectady, N.Y., and Denver, Col., returning to Toronto to join the staff of the Canadian General Electric Company. For the past three years he has been Manager of Motor Sales for that company.

**IT OFTEN HAPPENS.**

A municipality lays a new pavement; a public service corporation a few days later cuts holes in it, and crudely attempts to repair the damage. This is part of their cost of doing business, and the consumer pays the bill.

To-day civic management requires men of foresight, men who are specially trained in solving difficult questions of engineering, sanitation and transportation, as they are affected by the growth of the city into the immediately adjoining territory.

**OAK BAY, B. C.**

During the last seven years the municipality of Oak Bay has installed 33 miles of water mains and about 2,000 services. Since the installation in 1912 of the sewerage system, over 30 miles of sewers have been laid. Road improvement began in 1911, and last year alone some 2½ miles of new pavement was constructed and over six miles of earlier work resurfaced. Some 18 miles of sidewalks have been built.

**WOOD BLOCK PAVEMENTS.**

Creosoted wood block pavements are rapidly becoming recognized as a most satisfactory street paving material. They are noiseless, durable, sanitary, and, if properly treated and laid, are distinctly economical. The failures in the past which have in some cases prejudiced cities against wood blocks have been corrected, so that there is no excuse now for the existence of any wood block pavement which doesn't meet all of the modern requirements of service. The improvements in the methods of treatment and laying are largely the result of organized activity by various associations representing either the lumber interests or wood-preserving plants.

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