

The snow removal is effected in two operations, as follows:—

1. A bucket-type conveyor cuts into the snow or ice as the machine advances, and carries the snow or ice up to a bin.

2. When the bin is full, a door at the side is lowered, a lever thrown and the snow and ice are ejected into the truck. When simply clearing a path, the door is left down and the snow is discharged continuously in a ridge at the side of the roadway; or the door can be lowered at intervals when the bin is full, thus piling the snow in heaps of 10 cu. yds. each.

Percy Braman, deputy commissioner of public works, Milwaukee, Wis., wrote as follows on April 1st, 1920, to Dr. Samuel Friedman, of New York, who is the inventor of the "snow tank":—

"Since returning home from your city where I witnessed the demonstration of your snow pick-up machine, I have become more and more enthusiastic over its performance. The way it handled the 4 to 6 ft. high by about 8 ft. wide pile of ice frozen solid to the pavement, elevating it into a hopper and loading into auto trucks faster than they could take it away, was a revelation to me.

"In my opinion you have solved the snow removal problem not only from city streets, but also from the main arterial highways throughout the country, which will make possible the successful operation of motor trucks, tractor and trailer trains during the winter months."

The accompanying comparison of the cost of loading an auto truck with 8 cu. yds. of snow and ice, first by hand, and secondly by machine, shows a saving of \$5.48 in favor of the machine.

SASKATCHEWAN'S BRIDGE PROGRAM

SASKATCHEWAN'S bridge-building program for the current year will involve a total expenditure of approximately \$200,000, announces G. A. Palmer, chief clerk of the provincial highways department.

Structural steel and piling for the large bridges have been ordered and the department has been assured of shipments, so that most of the large bridges can be completed by fall.

The department anticipates building 15 capital account bridges during the season, with other possible additions. Some of these will be reinforced concrete bridges from 40 to 80 ft. in length. The remainder will be steel spans from 84 to 150 ft. with reinforced concrete abutments. The supply of cement and reinforcing steel for these bridges has already been secured. Tenders have already been secured on three concrete bridges.

Last year's program has been completed, with the exception of one bridge, which the contractor will soon complete.

Owing to the exceptionally early advent of winter, timber bridge construction was discontinued earlier than expected last year, but the department kept the crews in the field all winter completing the erection of the steel bridges. These crews are now working and will be immediately available for the new program of timber bridge work which is now being organized.

The Bloor Street Progressive Association of Toronto has decided to organize a campaign in favor of the construction of a high level bridge across the Humber River at Bloor Street.

In a report to the London, Ont., city council, City Engineer Brazier states that the change from the contract system to day labor in the London works department has saved that city \$150,000 within the past few years. Motorizing the department is the next step planned, he says. A municipally owned rock crusher will soon be installed and he predicts that before many years have elapsed the Thames River will be bridged at a number of points with concrete structures.

BRITISH EMPIRE STEEL CORPORATION

DEFINITE details have been given out by Col. Grant Morden as to the terms of incorporation of the British Empire Steel Corporation. Division of the share capital of the giant merger, the largest in the British Empire according to Col. Morden, is as follows:—

	Authorized.	To be issued.
7% cumulative pfd.	\$ 50,000,000	\$ 37,000,000
8% do. (participating) ..	100,000,000	25,000,000
7% non-cumulative pfd. .	150,000,000	68,000,000
Common	200,000,000	77,000,000
Total	\$500,000,000	\$207,000,000

Component Companies

The companies which have been taken into the amalgamation are the following:—

The Dominion Steel Corporation and its subsidiaries.
Nova Scotia Steel & Coal Co., Ltd., and its subsidiaries.
Canada Steamship Lines, Ltd., and its subsidiaries.
Canada Foundries & Forgings, Ltd., and its subsidiaries.
Maritime Nail Co., and its subsidiaries.
Collingwood Shipbuilding Co., Ltd.
Port Arthur Shipbuilding Co., Ltd.
Halifax Shipyards, Ltd.
Davie Shipbuilding & Repairing Co., Ltd.

Negotiations are also being carried on with several other companies with a view to their incorporation in the merger.

Basis of Exchange

Authoritative details as to the terms on which the three principal component parts of the British Empire Steel Corporation, Ltd., are to enter the new consolidation, subject to shareholders' approval, are as follows:—

Dominion Steel Corporation, \$95 in 7% non-cumulative preferred stock of the new corporation, plus \$40 in common stock, to each holder of \$100 of the security known in financial circles as "Iron, common."

Canada Steamship Lines, Ltd., \$100 in 7% non-cumulative preferred stock, plus \$45 in common, to each holder of \$100 in stock of the steamship company.

Nova Scotia Steel & Coal Co., Ltd., \$90 in 7% non-cumulative stock, plus \$40 in common, to each holder of \$100 in "Scotia" stock.

Details as to the terms upon which the enterprises of lesser importance are included are as yet unavailable, but will be communicated to the shareholders of each company within the next few days.

The 7% cumulative preferred which figures in the division of the share capital of the corporation will, according to Col. Morden, be issued in exchange for the securities of a preference category now outstanding in the obligations of the various companies to be embraced in the consolidations. The 7% non-cumulative stock, in addition to the common, is to be exchangeable for the existing common shares of the enterprises affected, while the \$25,000,000 of 8% cumulative and participating securities are to be issued to provide the corporation with the additional funds needed to carry out its ambitious program of expansion and improvement.

London Directorate

The London advisory board of the corporation is to include Sir William Beardmore, chairman of William Beardmore & Co., Glasgow; Henry Steel, chairman of the United Steel Companies of Great Britain and the Bengal Iron & Steel Co. of India; Right Hon. Viscount Furness, chairman of the Furness group of English steel industrials; Benjamin Talbot, managing director of the Furness companies; Major-Gen. Sir Newton Moore, formerly prime minister of Western Australia, director of the General Electric Co. of England, and closely associated with the Australian steel industry; and Sir Trevor Dawson, deputy chairman and managing director of Vickers, Ltd.