

British Association at York, England, and Winnipeg, Manitoba. He has published a number of papers, and has conducted researches in regard to proprietary medicines, foods, malt extracts, the treatment of water by ozone, as at Lindsay, Ont., and the purification of water with chlorine. He has prepared a plan for the treatment of water with chlorine in the field and his prescription will be published by the Ontario Government.

### MISCELLANEOUS.

**Hamilton, Ont.**—A dustless road from Niagara Falls to Windsor is the ambitious scheme County Road Superintendent Taylor will lay before the Good Roads Association at its next convention in Toronto. He hopes to line the municipalities along the line up solid behind the project, and looks for the support of every automobile owner in the province.

**Lindsay, Ont.**—It is understood that the Toronto Construction Company, which has the contract for the construction of the C.P.R. grain route, will sublet the Atherley-Lindsay section. Preliminary work will start this fall but the bulk of the work will be undertaken next spring.

**Ottawa, Ont.**—Joseph Cousineau, of Gatineau Point, who by an agreement with the Hull City Council, made three years ago, is responsible for the repairing of the Gatineau bridge, in return for the privilege of erecting a turnpike on the approaches to the bridge, will spend the sum of \$5,000 on repairs to the structure, following a communication received by the city council from the public works department of Quebec, in which the inspector who examined the bridge, owing to many complaints being laid before the department stated that he considered the structure to be unsafe for traffic. He gave the council 30 days in which to commence the repair work, failing which he threatened to close the bridge for traffic.

**Toronto, Ont.**—The city engineer has decided that the span of the old bridge over the Don at Queen Street will not do to incorporate into the new high-level structure. A new span will cost \$15,000, which the city will have to buy, because the Dominion Commission decided that the C.P.R. should not pay for that part of the bridge over the stream. The Board of Control recommended that the necessary amount should be provided.

**Winnipeg, Man.**—The Canada Metal Company which has for many years been engaged in the manufacture of special grades of metals will establish, as soon as the necessary arrangements can be completed, a plant in this city, and will, in future, do in Winnipeg a large amount of work formerly done in Toronto. As the West grows a demand for this work will increase and it is expected that in time the plant here will equal that in Toronto. For the beginning of the enterprise W. G. Harris, who is at present in the city, has purchased from the Ontario Wind Engine and Pump Company the plant of the latter organization at 301 Chambers Street. This structure is located on the west side of the city between Logan and Henry and the purchase price was \$26,000.

**Saskatoon, Sask.**—Work on the overhead footbridge still proceeds, although the progress is to some extent kept back by the non-arrival of the last car of steel. The bridge itself is for three spans an accomplished fact on the west side, and if all goes well pedestrians should be making use of the finished bridge within a few weeks.

**Vancouver, B.C.**—British Columbia Telephone Company has sent a huge order for material to cost over \$500,000 to the Wire and Cable Company of Montreal, and the Northern Electric Company of the same city. Over 250,000 feet of cable have been ordered from the Wire and Cable Company, the average size being 200 pair of wires per cable, but the capacity of some is as high as 600 pair of wires. The Montreal order also includes 25 tons of supporting wire, but owing to the large quantity required, orders had also to be sent to England, 60 tons having already been received from there, and a similar quantity is to follow. The order sent to the Northern Electric Company includes 52 switchboard sections and also 3,000 telephone instruments. A private railway yard has been established on Dunlevy Street so as to properly handle and store the material.

### CURRENT NEWS.

**St. John, N.B.**—Captain Walsh, marine superintendent of the C.P.R. Atlantic lines, was in St. John, and said that the prospects were good for the coming season. The service to St. John will include this year a new line, that to Australia, sailing each month. It is expected that a line of steamers will be running between St. John and the Argentine Republic next year.

**Montreal, Que.**—As far as can be learned, the Canada Cement Company is absolutely secure, with very bright prospects before it. Mr. Frank P. Jones, the general manager, stated that he was not only well satisfied with the general orders coming in, and the company's ability to fill them, but that the outlook before the corporation was singularly bright.

**Montreal, Que.**—Mr. Wilfrid Stokes, managing director of the firm of Ransomes and Rapier, Limited, the well-known engineers of Ipswich, England, the firm which constructed the Assonan Dam in Egypt, has come to Canada to look over the field of opportunities for his company. He believes in the field of irrigation, and possibilities through construction work of making many Canadian rivers navigable, that there is some scope for business for his firm.

**Quebec.**—It is announced that the caisson of the Quebec Bridge has been condemned.

**Ottawa, Ont.**—That an appropriation for the commencement of the construction work on a new Weland Canal will be made at the forthcoming session is the statement of W. M. German, M.P., who is here interviewing the Government about it. Mr. German says he has had assurances to that effect. The original idea was to enlarge the present canal from Port Colborne ten miles, and then construct a cut-off. Surveyors, however, have disclosed a dangerous bed of quicksand on the route of the cut-off, and an entirely new canal is now proposed. It would start about six miles west of Port Colborne, and have its outlet at the mouth of the Jordan river. The length would be 22 miles. This means that the Lake Erie entrance would be immediately east of "Morgan's Point," which affords a fine natural shelter. Also, it is said, by this route all rock cutting would be avoided.

**Toronto, Ont.**—Thomas W. Gibson, Deputy Minister of Mines, in his annual report of the Ontario Bureau of Mines, says that the output for Ontario for 1909 had a value of \$32,981,375. This is an increase of twenty-eight per cent. over 1908.

**Vancouver, B.C.**—Considerable opposition has been raised by the Canadian Civil Engineers' local society here, against the acceptance of the proposition of Waddell and Harrington, American firm, to act as permanent consulting bridge engineers for the city. Mr. Webster, chairman of the local branch, was vigorous in his protest before the city board, saying he did not believe it was fair to Canadian engineers, and themselves residents of Vancouver. He hinted at the possible lack of reliability of some of the work of the American firm. The question was laid over by the Board.

**Victoria, B.C.**—The general policy of road building in the province, coupled with suggestions which may lead to definite results along certain lines which it is proposed to inaugurate, will be considered in detail at the quarterly meeting of the Board of Trade. In deference to the importance of the subject, and the widespread public interest taken in the question of good roads, it has been decided that not only will it have premier place on the agenda paper, but that it will probably be the only matter discussed.

**Calgary, Alta.**—It is said that samples of iron ore, taken a random from places in an area of 20,000 acres, when tests were made, averaged from 40 to 50 per cent. pure. Dr. Ings, at whose place tests were made, states that a company proposes to develop the steel and coal industries here, and that it has been assured of almost unlimited financial backing, and may spend upwards of \$5,000,000 in establishing a plant.