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CONTENTS OF THIS ISSUE.

Editorial:

The C.N.R. in Montreal.....	297
Good Roads	297
Engineering Standards Committee	298

Leading Articles:

Reinforced Concrete Bridges Over Current River, Port Arthur, Ont.	285
Signaling and Interlocking	289
The Design of Tall Chimneys.....	291
Power Production in Isolated Plants and Costs	299
Forestry Operations on the Pennsylvania Rail- road	301
Manufacturing Buildings	303

Metallurgical Comment:

Cast-iron Foundry Practice	306
Improvement at Nova Scotia Steel and Coal Company's Plant	306
The Influence of Oxygen on Copper Containing Arsenic or Antimony	307
Stassano Electric Steel Furnaces	307

Personals	309
Coming Meetings	310
Engineering Societies	310
Market Conditions	24-26
Construction News	59
Railway Orders	66

THE C. N. R. IN MONTREAL.

Some very interesting problems are suggested in the undertakings of the C.N.R., which will be commenced in Montreal next spring. The construction of the three-mile tunnel under Mount Royal will, of course, occupy first place among these. It would now appear that shafts from the surface of the ground may be sunk down to the tunnel at different points throughout its length, and that elevators may there be installed for the purpose of making connections for passengers. One of these shafts will probably be located half a mile or so from the north portal of the tunnel to accommodate residents in that vicinity. It is just possible that a shaft may also be sunk near the site of the look-out, so that sightseers may have access to the mountain through the C.N.R. tunnel and elevator.

At the south portal of the tunnel the line will emerge into daylight at the same level as the present Windsor Depot of the C.P.R., and will then reach across to the harbor. The tracks will be elevated all the way. Near the harbor a freight yard will be provided, the yard being elevated. It is figured that this will possess many advantages over the customary freight yard.

It is suggested that the tunnel should be connected with the subway system, which, it is believed, the requirements for rapid transit will necessitate before long, in such a manner that passengers will be enabled to transfer from one system to the other without coming to the surface.

GOOD ROADS.

On Thursday last a deputation, representative of all parts of Canada, waited upon the members of the Dominion Government to bring up the subject of "Good Roads." The delegation, which numbered about four hundred, urged that there should be aid given by the Federal Government for good roads construction. The inception of the Good Roads policy, the Act for which is now before the House, has been long demanded, and it is certain that this representative gathering will have great effect in securing prompt action. While the question of Good Roads is primarily one for the local municipalities, the counties and the provinces to handle, there is no doubt the Dominion Government can do a great deal to aid the movement. In all probability this aid will be in the form of grants to the Provincial Government for the construction of roads. It is outside their jurisdiction, however, to provide for maintenance.

Aside from the question of grants of money for purposes of constructing roads, the Federal Government must take up the question of the establishment of a Bureau of Highways. If there is to be an extensive system developed throughout the country, there must be developed and trained experienced road superintendents to take charge of the work. Definite standards and uniform methods must be laid down if there are to be adequate results for the expenditure in this connection. Therefore, it would seem that the most urgent matter for the Dominion Government to take up, ranking in importance above the question of grants for construction, is the establishment of a Department of Roads along the lines of the Office of Public Roads of the United States. This Department, however, in our opinion, should not form or be associated with the Department of Agriculture. In the United States such is the case, and at the Convention of Road Builders, recently held in Rochester, the suggestion was made that instruction for highway engineers should be given in the agricultural colleges. This is a mistake, as