

pleted, and the road between Montreal and Quebec is, under way, the contractors having begun work from the western end of the road at Charlemagne. The road between Montreal and Ottawa will probably be built on the south bank of the Ottawa if the Province of Quebec can make arrangements with Ontario to build from St. Eugene to Ottawa.

**Halifax, N.S.**—Halifax has reason to be proud of and satisfied with the purity of its water. A sample was sent last month to Dr. J. T. Donald, Ottawa, official analyst to the Dominion Government. He was asked to make an analysis of the water as regards its suitability as a boiler feed water. Dr. Donald's reply was highly complimentary as to the value of the water for drinking purposes, with a report also regarding its use in boilers: "This is a remarkable water, containing as it does less than two grains of mineral matter per Imperial gallon. It is thus a very pure water. It is just possible it may be too pure for satisfactory use in boilers. We have had cases where a water with so little mineral matter had caused pitting and corrosion of tubes. This tendency was overcome by adding a small amount of lime to the water. If you will give us further particulars if you have any trouble in using this water we shall be glad to discuss the matter with you."

The analysis from a sample containing 10.5.13 was as below:—

	Grains per gallon.
Total solids .....	1.82
Sodium chloride .....	0.82
Carbonate of lime .....	0.25
Carbonate of magnesia .....	0.08
Iron oxide and alumina .....	0.11
Organic matter, etc. ....	0.56

**Toronto, Ont.**—The great host of Ontario people who yearly flock to the summer resorts of the north and the watering places about the fresh water system will this season enjoy a more adequate protection from unsanitary conditions than ever before. The efforts of the provincial board of health, which have been bent for several years towards the enforcement of efficient and cleanly methods of sewage disposal and water supply, are beginning to bear fruit. Dr. J. W. S. McCullough, chief health officer of Ontario, states that one great source of contamination has been removed in the adoption of high-class sewage systems on board the tourist steamers in the inland lakes. Five of these boats which ply constantly from point to point in the Muskoka region have installed septic tanks, and the intention of the department is that by next year every tourist line will be asked to submit to similar arrangements. Apart from the ordinary reaction of chemicals, which is set at work in all such plants, the additional precaution of turning live steam into the compartments for disinfection purposes will be followed. In this way no possible complaint as to the contamination of the water in the narrower channels or bays can occur in future. The general inspection of the cottages and hotels in the different parts of the province is being carried on at the present time. Owing to the activity of the department last year in forcing negligent proprietors into line, more satisfactory conditions are being experienced by the officials this year. District Officer Clinton, of Belleville, has completed an investigation of the Kawartha Lake region and with few exceptions has approved the methods. The Grimsby and Burlington Beaches at the present time are undergoing the investigation of Dr. McLenahan, of Hamilton, the board representative in that district. Because of the popularity of these places with a large class of people who cannot journey far from city life, the conditions are more congested. In consequence more dif-

ficulty is found in maintaining proper sanitary conveniences. A willingness to comply with the new regulations is now being met by the department, however. The installation of the new tanks on board ship was largely at the instigation of the shipowners, and hotel proprietors are gradually assuming the same attitude of co-operation.

**Ottawa, Ont.**—A party of surveyors is being sent out by the Public Works Department to prepare contract plans for the improvement to the French River in connection with which a vote of \$500,000 was made at the last session. The river connects Georgian Bay and Lake Nipissing and would be one of the main sections of the Georgian Bay Canal if that great work were undertaken. Even if it were not, the improvements contemplated would facilitate navigation to the North Bay terminals from the Great Lakes. The principal improvements necessary are a system of controlling dams to regulate the level of the lake and two or three locks. The vote made last session is sufficient for carrying out the preliminary details and commencing construction. With regard to the Georgian Bay Canal project, it is intended, as announced by Hon. Mr. Rogers, to appoint a commission to enquire into the commercial feasibility of the project. From an engineering point of view, the feasibility of the undertaking has been fully established, but there is a singular lack of information as to the extent to which the canal, when built, would be utilized and become one of the great transportation routes of the country, as it is destined to be. It is not certain as yet as to when the commission will be appointed, but when it is, different parts of the country will be visited and evidence taken. Upon the report which is made will depend very largely whether or not the proposition will be gone ahead with by the government.

**St. Boniface, Man.**—In reference to the notice received from the Canadian Federation of Boards of Trade, the St. Boniface board have voted to support the Georgian Bay Canal scheme in opposition to the scheme of the United States to divert the great waterway to the United States waters, the Canadian plan calling for an expenditure of \$75,000,000, as against the United States scheme of \$51,000,000. The St. Boniface board is pledged to use its influence in favor of the Georgian Bay Canal, and to urge its members of parliament at Ottawa to support the project in the House.

**Ottawa, Ont.**—A peculiar case of unsatisfactory tenders is now before the Government, and after some weeks' consideration is still undecided. It is a contract for a building costing a million and a half dollars. Tenders were invited and received, but the lowest one was \$200,000 below the estimate and \$500,000 below the other bids. It came from a new and inexperienced firm, though accompanied by a heavy deposit cheque. New tenders were called, and instead of dropping out, the contractor has practically repeated the offer. The next lowest tender is from a firm whose work is very unsatisfactory. The situation is a delicate one because the work is being held back, and if the usual custom of accepting the lowest tender or the next one above is not followed there will be criticism. All of the big and reputable firms are away above the others. Meanwhile nothing is being done, and what solution will be arrived at is uncertain.

**Victoria, B.C.**—Four Cabinet Ministers will visit Victoria this summer, namely: Hon. Robert Rogers, Hon. J. D. Hazen, Hon. H. P. Pelletier and Hon. W. T. White. Mr. Rogers' visit is, of course, the most important, as under his department comes the work of construction of the Victoria harbor works and the Esquimalt drydock. The plans for the breakwater and piers for Victoria are being prepared by the Engineering Department of the Public Works at the present time, and the call for tenders will be issued within