

Coast to Coast

London, Ont.—The proposed new municipal sewage disposal plant for the east end of the city has been under consideration last week and a number of suitable sites inspected.

Hamilton, Ont.—A start was made last week on the concrete foundation of the first building of the new plant of the Proctor-Gamble Co. and excavation is progressing for the other buildings. About 150 men are at work and the contractors are rushing things before cold weather sets in.

Amherst, N.S.—The Canada Car and Foundry Co. have a large number of cars of various types under construction in the passenger department. For the past few months from 350 to 500 men have been employed, and it is probable that this number will be increased from time to time during the winter.

Hamilton, Ont.—Hamilton authorities, thinking the expenditure of \$328,000 for a bridge, 1,600 ft. in length, in connection with the Toronto-Hamilton highway, to be too great, have asked the Hamilton Bridge Works for plans and estimates of a bridge about 1,000 ft. in length. The purpose of this bridge is to do away completely with the Valley Inn Hill.

Moose Jaw, Sask.—Mr. Geo. D. Mackie, engineer-commissioner, owing to the shortage of the Caron water supply, due to exceptionally dry weather having reduced the flow from the infiltration galleries, recommends the use of Snowdy Springs water, which will require the use of a filter to be installed at South Hill. If the scheme is carried out it will provide the city with an additional supply of 200,000 gallons.

Kirkland Lake, Ont.—During the past week two new plants have been started in the Kirkland Lake section of Northern Ontario. At the Lake Shore Gold Mines a 3-drill air-compressor has just been installed and operations have commenced on a shaft, already sunk by hand-drill to a depth of 40 ft. A station will be established and drifting started at the 100-ft. level. The other plant is that of the Kirkland Lake Gold Fields, and will operate five drills. It is run by two boilers of 110 h.p. Sinking has been started and will be carried to 100 ft. on the continuation of the Teck-Hughes main vein, picked up some months ago on the McKane property (worked by the company) under heavy overburden.

Summerside, P.E.I.—In addition to completing that portion of the 1913 programme of steel and concrete bridge construction which had to be left unfinished, the provincial department of public works has built a number of other bridges this year. Of last year's work the most important is the big bridge over the Cardigan River. This structure comprises two steel spans of 280 feet in length, clear of the approaches. The bridge has a concrete roadway and a 4-foot sidewalk, the width of the bridgeway being about 16 feet. This bridge was commenced last fall, and at present the entire superstructure, including the concrete roadway, has been completed; while the construction of the approaches is now under way. It is expected that it will be opened for traffic in the course of another month. A concrete culvert bridge was also erected near Cardigan this year. At Wigginton's a 35-foot steel bridge has been erected in the place of the previously existing wooden one. Fortune bridge of two 120-foot steel spans has been completed, this permanent structure also replacing a wooden bridge. A Mink River, a 100-foot steel span bridge has been erected; near Crapaud another 35-foot steel bridge; while one with 25-foot steel spans is in course of erection at Ahearn's, Tignish.

PERSONAL.

A. T. ENLOW, sales manager of the Pedlar People, Limited, Oshawa, Ont., has resigned.

A. I. DAVIS, B.A.Sc., has been appointed mining engineer for the United States Gypsum Co. at Fort Dodge, Iowa. Mr. Davis is a graduate in mining of the University of Toronto.

W. N. ASHPLANT, city engineer of London, Ont., has applied for service in the second Canadian contingent. Mr. Ashplant is a South African veteran and a lieutenant in the 17th Fusiliers, London.

GEO. W. COBURN, district engineer for the Canadian Pacific Railway Co. at Souris, Man., has been transferred to Brandon, Man., where he will serve in the same capacity. Mr. Coburn has been with the C.P.R. since 1896.

Prof. GEO. A. GUESS, of the Department of Metallurgy, University of Toronto, is at present in Anyox, B.C., where he has been engaged for a short time in a consulting capacity by the Granby Co. in connection with their new smelter.

E. MAERKER, A.Sc., of Toronto, has accepted a position with the Winnipeg River Power Co., at Winnipeg, and assumes his duties next week. Mr. Maerker was previously designing engineer with the Toronto Power Co. on high-tension transmission work.

Hon. T. CHASE CASGRAIN, K.C., chairman of the Canadian section of the International Joint Commission, has been appointed Postmaster-General for Canada. His successor on the Commission will likely be appointed forthwith, as the Commission meets in Detroit on November 10th.

F. N. SMITH, resident engineer of construction, Canadian Northern Pacific Railway, Henningsville, B.C., and D. R. WEBER, assistant superintendent, Grant Smith and Co. and McDonnell, Limited, Revelstoke, B.C., have recently attained associate membership in the American Society of Civil Engineers.

OBITUARY.

Hon. COLIN H. CAMPBELL, formerly Minister of Public Works for the Province of Manitoba, died at his home in Winnipeg on October 24th after an illness of about 2 years.

TORONTO BRANCH, CANADIAN SOCIETY OF CIVIL ENGINEERS.

On Wednesday, Oct. 28th, the Toronto Branch of the Canadian Society of Civil Engineers met at the Engineers' Club to hear an address on "Naval Architecture," delivered by Prof. J. R. Cockburn, of the University of Toronto. The meeting was largely attended. Mr. Cockburn also illustrated by a number of slides the various types of vessels employed by the British Admiralty.

On Saturday, Oct. 31st, members of the Branch, accompanied by members of the University of Toronto Engineering Society, will take a trip over the new Welland Ship Canal work. Sections 1, 2 and 3 present many important and instructive engineering features that will be of special interest to the visitors, who will be shown over the work by Mr. J. L. Weller, chief engineer of the canal, and his engineering staff.

In order to see all the work under construction open street cars will be hauled over the track on the west bank of the canal. Arrangements also provide for inspecting the harbor work at Port Weller. Luncheon will be served in one of the construction camps. In the evening the ladies of St. Catharines will provide a dinner, the proceeds of which will go to the Patriotic Fund.