

## COAST TO COAST.

**Regina, Sask.**—The Emerson-Brantarghain Implement Company, of Minneapolis, who are represented here by Tudhope-Anderson Co., recently shipped forty-five car loads of tractors here. This is claimed to be a record for the shipment of a single commodity, as the value may be seen from the fact that the freightage cost \$7,145.

**Ottawa, Ont.**—The Canada Cement Company, the Canadian merger, threatens that the fullest advantage of conditions will be taken to obtain the highest prices possible for cement during periods of restricted supply, so that later it will be able to accumulate reserve to meet the importations from the United States at slaughter prices if the government re-enact the duty remission of fifty per cent. enforced from July 1st to October 31st, last year.

**Winnipeg, Man.**—The Grain Growers' Grain Company have purchased timber limits near Fort George, British Columbia, comprising about 300,000,000 feet of lumber, at a price of about \$1.50 per 1,000 feet. It is said to be the intention of the Grain Growers to hold this as a reserve supply with the idea of establishing lumber yards at different points in the province for the purpose of supplying farmers and settlers with lumber at reasonable prices.

**Ottawa, Ont.**—Sustained growth and stability in Canadian trade are indicated by the figures recently published. The customs returns approximated \$106,000,000, against \$83,906,706 during 1911. Adding to this excise duties for the year amounting to about \$31,000,000, the grand total is \$137,000,000. The statistics for the year show that the total trade of Canada with other countries from January 1 to December 31, 1912, amounted approximately to a billion dollars, the imports being \$650,000,000 and the exports \$350,000,000. The total trade during the previous twelve months amounted to \$828,614,120, the imports being \$524,850,792 and the exports \$303,763,328.

**Toronto, Ont.**—The new provincial boiler regulations have received their final approval, so that after July 1st every boiler manufactured in Ontario, apart from railway and steamer boilers, which are covered by separate legislation, must be made along standard lines and stand a thorough inspection, not only on completion, but during construction.

**Ottawa, Ont.**—Jas. Stewart & Company, one of the oldest contracting firms in the country, has been incorporated under the same name with a total capitalization of \$3,750,000. It was formed in Ottawa in 1845 by Jas. Stewart, a native of Aberdeenshire, Scotland, and in 1865 moved its headquarters to St. Louis. It has district offices in Montreal, Chicago, Pittsburg, Salt Lake City and New Orleans. The new company's principal offices will be in New York, where they have \$20,000,000 worth of business booked at present.

Before the conference committee of the Board of Trade of the city of Toronto last Thursday Mr. Lionel H. Clarke and Mr. E. A. James, chairman of and consulting engineer, respectively, to the York County Board of Highway Commissioners, presented some interesting phases of the work the commission has already done and is still doing. Mr. Clarke treated the subject of good roads from a general viewpoint, while Mr. James went more particularly into details, and outlined what had been accomplished, and spoke of some of the plans for the future. Following the address the meeting was thrown open, and Messrs. Gundy, Hewitt, Ellis and several others took part. Before the meeting adjourned a resolution was moved and carried unanimously, as a result of which the Board of Trade will continue its efforts to have legislation brought about which will result in the continuance of the good work already begun.

The old-established firm of Hyde & Webster, builders' and foundry supplies, of Montreal, which firm has gone out of existence, have acquired the still older established business of Messrs. F. Hyde & Company, 31 Wellington Street, Montreal, and under the name of Webster & Sons propose to continue same business in all its branches.

## PERSONAL.

MR. A. W. ROGER WILKY, C.E., for the past eight years on the engineering staff of the Island branch of the Canadian Pacific Railway, has been appointed engineer-in-charge of all construction work of the Department of Marine and Fisheries for the province of British Columbia.

MR. MORRIS L. COOKE, director, Department of Public Works, Philadelphia, Pa., on February 18th, delivered a lecture on "Scientific Management as Applied to Highway Engineering," before the graduate students in Highway Engineering at Columbia University.

MR. VIRGIL G. BOGUE, M.Am.Soc.C.E., former chief engineer of the Western Pacific Railway, has recently been engaged in an economic study of line improvement and double-tracking of the Canadian Pacific Railway through the Selkirk and Rocky Mountains in British Columbia.

WILLIAM MCGIE YOUNG, B.Sc., Associate Member Canadian Society of Civil Engineers, graduate in mechanical engineering of McGill University in 1899, is leaving Ottawa to accept the position of comptroller of water rights in the Department of Lands of the province of British Columbia. Mr. Young was formerly chief engineer of the International Marine Signal Company, and has been recently practising as a consulting engineer, giving special attention to efficiency engineering, factory management and production.

HARRY WEBB has resigned his position with the city of Winnipeg to take up a position with the Canadian Mineral Rubber Company, Limited, as local manager, to succeed Mr. F. G. Pusey, resigned. Mr. Webb was in charge of the several paving plants operated by the city for five years, and during the last three years has been superintendent of all paving work in Winnipeg.

MR. W. W. COLPITTS, M.Am.Soc.C.E., a graduate in civil engineering of McGill University, class of 1899, and for three years associated with the Canadian Pacific Railway, has resigned his position of chief engineer of the Kansas City, Mexico and Orient City Railway to become associated with W. H. Coverdale & Co., of New York City. He is being retained by his former company as consulting engineer.

## OBITUARY.

SIR WILLIAM ARROL, the most noted of British bridge builders, died on February 20 in London, Eng. He received his Knighthood in 1896, and was born in Ayrshire in 1839. He constructed the present Tay bridge and the Forth bridge. From 1895 to 1906 he represented Ayrshire in the Commons. He was a Unionist.

The Ontario Good Roads Association is holding its eleventh annual meeting at the Exhibition Buildings, Toronto, on February 26th, 27th and 28th of this month. Further notes of this meeting and the papers read will appear in next week's issue.