

Coast to Coast

Aroostook, N.B.—The concrete dam, 400 ft. long, constructed for the Maine and Aroostook Power Co., is now completed. Henry Post was the contractor.

Edmonton, Alta.—The big merger of the United Grain Growers has, in one season, extended its area to 40 separate local points, and, in fact, many other locals have been established, at which points it is probable that additional elevators will be constructed in the spring or summer of 1918. The 40 elevators, construction of which commenced in the spring and early summer, have all been practically completed, and most of them have been opened to the grain traffic.

Halifax, N.S.—The nature or extent of damage to engineering structures in the city is still unknown. The scene of the explosion was some distance from the new ocean terminal being constructed by the Canadian Government, which is reported virtually undamaged. As to the effect of the disaster on the two new reinforced concrete piers at the northern end of the business section of the city, very close to the explosion, nothing has been reported. One report that a considerable quantity of fill, trackage and rolling stock at the site of a new railroad yard north of the city was washed away by tidal waves following the explosion is unconfirmed. It is believed that the drydock mentioned in earlier despatches is a small one built a long time ago.

Kingston, Ont.—Last Thursday, by the turning on of 44,000 volts of hydro at the Kingston substation, the city was linked up with hydro-electric power.

Kingston, Ont.—Water power from the Trent is turning the wheels of Kingston industries, and the streets, stores and dwellings of the city are lighted from the same source of electrical energy. The city's turbine and boilers, which produced electrical power from coal, are at present idle. They will be retained, however, so that in case of any accident the city's needs will be taken care of. The turbine will also be used to keep down the peak load.

Montreal, Que.—Since 1911 the following expenditure has been made for sewers, and in each case the interest is calculated at 5 per cent. on December 15th, 1917: 1912, \$26,182, interest \$6,873; 1913, \$469,138, interest \$99,692; 1914, \$1,097,362, interest \$178,321; 1915, \$1,510,636; 1916, \$978,268, interest \$61,141, making a total of \$4,081,589, with interest total of \$515,974. It was contended that if the rolls had been prepared during the construction of the sewers, allowing a reasonable time for the preparation of the rolls, at least one year's interest, or an amount of \$204,079, would have been saved, which would have left the total interest \$311,895. Comptroller Pelletier pointed out that the engineers make the valuation of the proprietors 62½ per cent. of the cost of the sewers at the time each credit is voted for any operation. He thought that in future the assessment should be made at a price fixed in advance at so much per lineal yard. The rolls could then be made at the same time as the work of the sewer, and the city would save a considerable amount of interest, as well as simplifying the whole procedure.

Montreal, Que.—That work should be commenced on the Montreal-Sherbrooke highway, was the request of a deputation from the Dominion Good Roads Association and Eastern Townships, who waited on the Hon. J. A. Tessier, Minister of Roads. The Minister promised that this should be done in the spring, provided all the municipalities would get into line. Mr. Tessier also expressed a hope that he will be in a position to make an early start on a road between Sherbrooke and Beauce, forming a connecting link with the Levis-Jackman highway. The Quebec Legislature is to be asked to improve the roads in the Laurentian Mountains.

Montreal, Que.—The Southern Canada Power Company's operations cover an exceptionally wide range of territory, doubtless the largest east of the Niagara power zone. On the south, power is carried across the international boundary into Derby, Vermont. On the west, the transmission lines approach as near to Montreal as St. Johns, Iberville, St. Hilaire and Belloeil. On the north Drummondville and adjacent municipalities are tapped, while on the east the principal points of consumption are Sherbrooke, Lennoxville, Rich-

mond and Compton. These distances are approximately 70 to 75 miles east and west, north and south. It is quietly but gradually developing into an important development, and is extending a network of power wires throughout the south-eastern section of the Province of Quebec, and working up the available hydro-electric propositions in that area. The company at present has under construction about 85 miles of transmission lines from Sherbrooke to Granby and Cowansville, from Sherbrooke to Bromptonville and from St. Cyrille to St. Germain through Drummondville, with the necessary substations and distribution systems. The power development at Richmond, Drummondville, Foster and Granby are being considerably improved and enlarged and put into shape for the most economical operation, through the transmission lines, with the other plants of the company.

North Vancouver, B.C.—The Board of Trade executive has been informed by Mr. G. A. Kent that American interests had bonded the Von Rees copper mines, near the forks of Lynn Creek, and the Lynn Creek Gold and Copper Company's claims, near the old Swayne mines, also on Lynn Creek, and that development work would start immediately. A good trail was now opened up to the Cedars, Limited, camp, and this will be continued up to a point near the forks of Lynn Creek. Mr. Kent was not informed as to the particulars of the deal except that machinery was being taken in and development on a very considerable scale was soon to commence.

Prince Edward County, Ont.—The Hydro-Electric Commission propose to serve the towns of Picton, Wellington and Bloomfield, in Prince Edward county, by means of a 44,000-volt line from Trenton. A sub-station will be erected at Wellington for serving Wellington and Bloomfield, and a 4,000-volt line will be built from Wellington to Bloomfield. A sub-station will also be erected at Picton to serve this town.

Puget Sound, B.C.—Puget Sound will be the directing headquarters of the Foundation Company in the United States, according to reports received here from Seattle. The Foundation Company, Limited, which is building ships in the Inner Harbor for the Imperial Munitions Board and Dominion Government, is associated with the parent firm, which has its head offices in New York. A report says that the Foundation Company plans building twenty vessels each at Portland, Tacoma and in British Columbia. The company, in addition to its activities in Victoria and New York, is engaged in building ships at Portland and Tacoma, and the general supervision of those plants will be through the newly-established offices in Seattle, which is an intermediary point between the yards already established.

Sandwich, Ont.—The Hydro-Electric Power Commission of Ontario's work of installing one of the 2,000 K.V.A. rotary converters in the salt company's plant at Sandwich is practically complete, and it is expected that this company will be in a position to use off peak power until after the winter peak on the system.

Vancouver, B.C.—Two routes were proposed this summer to secure a trans-provincial highway across British Columbia, one through the Hope Mountain, from the town of Hope to Princeton, the other along the Fraser River canyon to Kamloops, and thence northward up the Thompson River and through the Rockies to Edmonton. Alfred Driscoll, C.E., of Edmonton, Dominion Government engineer, was recently assigned the task of inspecting the route between Kamloops and Hope. Beginning at Edmonton, Mr. Driscoll made the trip across the mountains and down the Thompson River to Kamloops by pack-horse. At present there is some eighty miles of road along the Thompson River from the interior metropolis north. After completing this work a party left Kamloops and inspected the route along the Thompson and Fraser River as far as Hope, while some attention was also given to the Hope-Princeton route, which was surveyed some years ago by a Vancouver firm of engineers. It is expected that Mr. Driscoll will make his report to the Dominion Government and his opinion regarding the feasibility of the northern route and estimate of the cost of the undertaking is being awaited with interest by the people of Kamloops, who have become deeply interested in the project.

Welland, Ont.—The total expenditure on the construction of the Welland Canal is about \$13,000,000 of the estimated cost of \$50,000,000. The work has been suspended on account of the war.