

## COAST TO COAST

**Halifax, N.S.**—A new dry dock 1,150 ft. long, 120 ft. wide, with 38 ft. over the sills is contemplated for Tufts' Cove.

**Ottawa, Ont.**—A strong deputation waited on the board of control last week to urge the construction of the proposed Ottawa-Prescott road.

**Hamilton, Ont.**—The government dredge resumed operations last week at the east end of the harbor. Dredging will shortly be commenced also at Wabassa Park.

**Toronto, Ont.**—The new Central Technical School, a structure costing \$1,400,000, exclusive of equipment and site, has just been completed and turned over to the Board of Education.

**London, Ont.**—Mr. C. R. Somerville, chairman of the local board of health, favors the construction of large intercepting sewers along the river banks to dispense with the emptying of sewage directly into the Thames.

**Haileybury, Ont.**—Work was started on May 24th on the Lorrain Road, upon which \$8,000 will be spent this year. It is the intention to have the road cut through to Silver Centre and a number of bridges constructed.

**Edmonton, Alta.**—Construction work was resumed by the Canadian Northern Railway on the Oliver-St. Paul de Metis line, according to Mr. Alan T. Fraser, district engineer. Mr. D. F. McArthur has the contract for the grading, about 14 miles of which he completed last fall.

**Kamloops, B.C.**—The Canadian Northern Pacific Railway ballasting is well advanced between here and Lytton and should be completed by July 1st. Ballasting on sections north of Kamloops is practically completed, and it is expected that a start will soon be made on the erection of stations.

**Peterborough, Ont.**—The council is planning to extend the street paving of the city and hopes to proceed with considerable new work this year. At present Peterborough has approximately 56,500 square yards of pavement with concrete base, the cost of which is in the neighborhood of \$138,000, exclusive of drainage.

**Quebec, Que.**—Now that the new C.P.R. freight sheds have been completed, the work of demolishing the old ones will proceed, prior to the erection of the Union Station. The plans for the latter provide for 12 passenger tracks and about 50 freight tracks. The contract was awarded recently to the Downing and Cook Company.

**Ottawa, Ont.**—The Provincial Board of Health has approved of the plans and specifications of Mr. J. B. McRae, C.E., for an overland pipe and high-lift pumping station to cost \$459,000. The way is now open for the waterworks committee to call for tenders for the pipe, and it is expected that this move will be made without delay.

**Windsor, Ont.**—On May 27th the new government dock, the construction of which was commenced last year, was opened for service. It has cost \$65,000 and is built of concrete throughout. It length is 655 ft. and it carries a warehouse 300 ft. long and of fireproof construction. The undertaking included dredging to a depth of 20 ft. in the Detroit River in front of the dock.

**Vancouver, B.C.**—Barnett, McQueen & Co., the successful contractors for the construction of the \$690,000 government elevator, are starting work this week. As soon as the foundation and cribs are completed it is expected that work will proceed immediately on a large

government dock which forms a part of the grain terminal scheme.

**Victoria, B.C.**—The city engineer, who is not in favor of installing laterals prior to laying pavements, with the exception of business streets, reports that there are about 15,500 sewer and surface drains and over 5,000 water laterals not in use, but the value of which is depreciating yearly. The cost of constructing these unused laterals amounted to approximately \$400,000.

**Petrofia, Ont.**—Gravel rates was the subject of controversy at a meeting held here last week when the Dominion Railway Commissioners discussed the question of cheaper transportation from the St. Clair River for good roads purposes. It was pointed out that the present high rate on St. Clair gravel largely prohibited its use, and the applicants wanted to have the rate fixed at 1c. per ton per mile, with a minimum charge of 15c. per ton.

**Calgary, Alta.**—The Provincial Government has expended \$140,000 assisting rural municipalities in the construction of roads and proposes to spend about \$70,000 more in like manner. Hon. Charles Stewart, provincial minister of municipalities, states that the government is not undertaking a huge programme this year, but that a number of comparatively small jobs are to be looked after. Calgary itself is spending \$270,000 on municipal improvements.

**Vancouver, B.C.**—The Pacific Great Eastern Railway has secured from the Dominion Government the balance of its \$5,000,000 advance for the construction of the line. This balance amounts to \$2,300,000. At present 120 miles of the line are in operation, while the bridge across the Fraser River at Lillooet has been completed. It is expected that by the end of the year over 100 miles more will be in operation, while considerable bridge construction will also be finished.

**Calgary, Alta.**—The city proposes to effect a saving of about \$30,000 in its power costs by discontinuing the regular operation of its civic power plant and using it only in case of emergency, the regular supply to be obtained from the Calgary Power Company's hydro-electric plants at Kananaskis and Horseshoe Falls on the Bow River. The new arrangement will increase the business of the company with the city from \$150,000 to about \$190,000. Last year coal cost the city \$44,000 and labor \$25,000 in connection with its steam plant.

**Prince Rupert, B.C.**—Mr. W. T. Donnelly, the New York consulting engineer on the Grand Trunk Pacific dry dock and shipbuilding plant at Prince Rupert, states that the harbor is the finest natural harbor in the world. The dry dock, when completed, will be the largest in North America, capable of accommodating ships of greater size than any now in the trans-Pacific trade. It is of 20,000 tons lifting capacity. The 12 pontoons supporting the dry dock have been completed, and the American Bridge Co. is at work on the steel superstructure. The cost of the G.T.P. dock, with buildings, is \$2,500,000.

A Sulzer Diesel engine, built for Messrs. Harland and Wolff, for generating electricity in that firm's shop at Belfast, is stated by "Gas and Oil Power" to be the largest Diesel yet constructed to a definite order. It is of the two-stroke cycle, single-acting type with six cylinders, and was designed to develop 3,750 b.hp. at 142 r.p.m., though on trials 4,500 b.hp., or about 750 b.hp. per cylinder, was maintained for a long period. The cylinder dimensions are approximately 30 in. bore by 40 in. stroke.