

COAST TO COAST

Montreal, Que.—The new macadam road between Levis and Jackman, which has been under construction during the past two seasons, has been completed.

Guelph, Ont.—It is expected that the interurban electric line between Toronto and Guelph will be completely ballasted before the close of the season. Operations are being rushed at the present time.

Moncton, N.B.—The Main Street subway has been practically completed by Messrs. Soper and McDougall, of Ottawa, the contractors. It is claimed to be one of the finest improvements undertaken in this city by the I.C.R.

Macleod, Alta.—Mr. C. V. Cummings, general manager of the Northern Construction Co., states that about 200 men and teams are now engaged in grading work on the Macleod extension of the Canadian Northern Railway.

North Bay, Ont.—Commissioner Lee is the authority for the statement that a big gold strike has been discovered at mileage 153 on the T. & N. O. The whole township of Pecud has been staked out, and the rush of prospectors has been large.

Winnipeg, Man.—Over five miles of the Shoal Lake aqueduct have been completed and work is under way at eleven different points on the line. The diversion dyke to prevent Falcon River water from approaching the intake at Indian Bay has been completed.

Saanich, B.C.—The contractors, The Warren Construction Co., have commenced the paving of the main Saanich Road. The progress on the waterworks system has been satisfactory, and, generally speaking, there is a considerable amount of municipal engineering activity.

South Porcupine, Ont.—Frederick-house Lake has been drained by the power companies, incidentally rendering available for farming purposes several thousand acres of excellent soil, and the land rush which developed when the job was completed bore strong resemblance to a mining stampede.

Quebec, Que.—The new road between Quebec and Montreal has been practically completed as far from this city as the Batiscan River. It will be finished to Maskinonge by fall. On the Montreal end the road is practically completed to Lanoraie, and will be finished to St. Barthelemi before the season closes.

Winnipeg, Man.—The construction of a large pulp mill on the Birch River, about 75 miles east of Winnipeg, is being contemplated. Controller John Midwinter, of Winnipeg, is the man reported to be behind the scheme. The construction of the Shoal Lake aqueduct has revealed a vast supply of suitable pulp-wood in this section of the province.

Victoria, B.C.—The large pulp and saw mills of the Ocean Falls, Limited, about 300 miles up the coast, have been taken over by a new company, the Pacific Mills, Limited, in which Portland and San Francisco firms are heavily interested. It is now proposed to erect a large paper mill. The new company is capitalized at \$9,500,000. Mr. J. H. Lawson, Jr., of Vancouver, is president of the new concern.

Kingston, Ont.—The new garbage incinerator will be completed in two weeks and ready for operation. Canadian Allis-Chalmers, Limited, Toronto, supplied the equipment and Messrs. Cockburn and Lesslie erected the

stack, which is 110 ft. in height. The amount of garbage which it will be required to consume amounts to 10 or 12 tons per day.

Vancouver, B.C.—The West Vancouver Marine Drive was officially opened on August 11th. It is a road nine miles long, extending from North Vancouver to Point Atkinson. It has a bitulithic surfacing on heavy concrete base for practically the greater part of its length, although, owing to shortage of funds, the last several miles consist at present of macadam. It has cost over \$250,000.

Grand Forks, B.C.—Construction of a \$65,000 bridge over the North Fork Canyon on the railway spur into Granby smelter was commenced recently by the Great Northern Railway Company. The new bridge will be 692 feet in length, with stone and concrete abutments. It replaces the old structure which has seen service for a dozen years. The Great Northern will make temporary use of the C.P.R. spur and bridge into the smelter until the new bridge is completed. For this purpose 2,000 feet of new track will be laid to link up both lines.

Vancouver, B.C.—Concrete work has been completed on the new government dock at the foot of Salisbury Drive (described in *The Canadian Engineer* for April 15th, 1915), and the wharf will be entirely finished in the course of a few days, nothing remaining but some filling in behind the side walls of the dock. Several dredges have this work under way at the present time. The dock will be in use next month. Messrs. Henry, McFee and McDonald, of Vancouver, are the general contractors for the Department of Public Works, Ottawa.

Quebec, Que.—The report for 1914 of the Quebec Harbor Commissioners has just been completed. The Commission, established in 1887, entered upon an active construction period in 1913. The harbor now provides over 5,000 ft. of length for ocean steamers of any size or class, with an average of 91 ft. of width. The freight sheds are well supplied with modern equipment. The new 1,000,000-bushel grain elevator with a grain transporter to facilitate dispatch in grain handling, is now in operation. During 1914 the revenue of the Commissioners amounted to \$287,000.

Montreal, Que.—The Park Avenue subway will be completed and street cars will be running under the C.P.R. tracks at this point before the close of the year. Mr. J. E. Vanier is engineer in charge of operations for the city. Messrs. Laurin and Leitch are the contractors, and started work last November. The grading of Park Avenue on either side of the railway track for a total distance of 1,200 ft. has been finished. Concrete retaining walls are now being built, and considerable rock excavation completed. The heaviest work still to be done is the tunnelling under the railway and the construction of abutments. The subway was projected many years ago, and, after considerable administration, is being built at a cost to the city of \$250,000.

Edmonton, Alta.—Foley Bros. expect to finish their grading contract on the Edmonton, Dunvegan and British Columbia Railway as far as Smoky River crossing early in October, and grading to Spirit River will be completed by November 1st. Piles are now being driven for a temporary bridge to carry the steel across Smoky River. Messrs. McPherson & Quigley are the contractors for this structure. The abutments for the permanent bridge will be completed this fall, and the bridge will be completed before the high water of next year. The erection of a temporary bridge will enable steel to be laid to Spirit River, beyond the Smoky, and will also give access to a