

## COAST TO COAST.

**Toronto, Ont.**—There is a tendency in some counties to distribute the county road work each year in short sections, rather than to take up one road and build it from end to end, according to Mr. W. A. McLean, Chief Engineer of Highways for Ontario, in his recent report. Work is scattered in this way for various reasons. Each councillor is ambitious to have some work done in the township he represents; there may be a fear that certain ratepayers will become dissatisfied if all the work is done in another locality; that the total expenditure may become exhausted before all roads are reached; there may be a desire to let all sections in the county see the class of work done on the roads, and to receive some early benefit; a wish to construct a section of road that is especially bad, or is largely travelled. The tendency is greatest in counties where there are numerous market centres or shipping points, and less in the counties with one well-defined centre, such as York with roads radiating from Toronto, Wentworth with Hamilton as a leading market, or Prince Edward with much traffic leading to Picton. To build roads in short sections in some cases may serve a useful purpose, but the practice is an expensive one and adds largely to the cost. Road-building is almost entirely a work of labor, and it is essential to economy that a well-arranged organization be created. It commonly takes a month to build a mile of road, and takes nearly that time to get the work going smoothly. To move the plant and equipment from place to place for every mile of road means that the work will be kept in constant disorganization, that laborers and teamsters who have become accustomed to the location will leave, and new men will take their place, that much time will be lost in moving the machinery from place to place while wages are still going on. Every move made means a loss of efficiency, loss of time, useless expenditure for wages, fewer miles built and a much increased cost. Short sections are justifiable and necessary in some cases, but to carry work on in that way as a fixed practice involves a useless increase of cost. The necessarily increased cost of "model roads" is not an expenditure which counties should assume.

**Port Moody, B.C.**—Preparations for the early construction of a sewer system will shortly be made. At a recent meeting of the city council the aldermen decided that a topographical survey of Port Moody would be advisable before undertaking the planning of a sewer system or its construction. This topographical survey will be made to ascertain the levels and the best location of main and lateral sewers, as well as outfalls and other details of their construction. From information gathered from this survey the council will be in a position to decide on the advisability of constructing a separate system of storm sewers or combining the two systems into one general scheme of drainage. Other statistics will be gathered by the engineers, who will do this work, and when the council is ready to lay out the system, the engineers will be prepared to give an accurate estimate of the cost of the entire system. The construction of a sewer system will, of course, follow the installation of the waterworks and the extension of this system.

**Montreal, Que.**—A model of the city filtration plant is under construction at Verdun on land of the same nature as that on which the ill-starred plant has its site. The model will be a replica of the plant in every important detail. Its pillars have been designed to carry a pressure of  $2\frac{3}{4}$  tons a square foot—which is approximately the pressure exerted by the pillars of the plant. When the model is completed, the action of the soil will be carefully observed and minute

tests taken of its power of resistance to pressure. The tests on the nature of the soil are the result of the protest which Norman McLeod, contractor for the construction work of the plant, recently filed with the city. Mr McLeod claimed the soil had an insufficient resisting power, causing the pillars to sink and a consequent upheaval of the concrete beds. The engineers for the city, on the other hand, contended the damage was due to the work not being properly protected from the effects of frost.

**Victoria, B.C.**—To construct the north-west sewer system of sufficient capacity to take care of a drainage area of 775 acres in Saanich, and approximately 1,000 acres in Esquimalt and make the proposed city system adequate for the future requirements, not only of that portion of the city alone, but also for the greater area covering the north-west section of the three municipalities, will cost in the neighborhood of \$325,000, according to figures submitted by City Engineer Rust to the city council. The construction of the city system, including the main trunk outlet through Victoria West and on out to Macaulay Point will cost \$240,000. To make this outlet sufficient for Saanich requirements in that section would mean an addition to the cost of \$42,000, and to provide Esquimalt also with outlet facilities will mean a further expenditure of \$43,000. The Saanich area addition would mean facilities for a population of about 11,000 and the Esquimalt addition for about 20,000. On the recommendation of the engineer, the two other municipalities will be approached with a view of coming to a mutually satisfactory agreement relative to the joint expenditure to provide larger accommodation, and also to an annual rental for use of the sewer. Esquimalt will be asked to grant permission to the city to drain ninety acres of surface water into the former municipality's surface drains which it proposes to construct. If this is done it will obviate the necessity of the city constructing a surface drain in the proposed sewer tunnel. City Engineer Rust stated that the engineers of Esquimalt and Saanich have practically agreed upon the plans of the proposed sewer system, but that the arrangements as to cost must be taken up by the respective municipal councils. Pending the submission of the scheme to the ratepayers of Esquimalt and Saanich, a tentative agreement could be arrived at. If the outside municipalities do not fall in with the proposed scheme, it would cost them in the neighborhood of \$200,000 to provide an adequate sewer system for themselves.

**Toronto, Ont.**—Parks Commissioner Chambers hopes to make a start this summer on the construction of a complete system of boulevards, forty-two miles long, costing \$7,000,000, and reaching around the city. The Parks and Exhibition Committee have appointed a sub-committee to make a trip over the proposed route, which is as follows: Lakefront, from Woodbine to the Humber, north up the Humber to Black Creek, east to Vaughan Road, north to York Mills, south through the Don Valley to the junction of the north and west branches of the Don River, east to Woodbine Avenue and south on Woodbine to the starting point at Woodbine Avenue and the lake front. The plan proposed would connect all the important parks in the city, in addition to many beauty spots in the county. The committee also decided to visit Hanlan's Point and look over the route of a 66-foot roadway it is proposed to construct along the west shore of Blockhouse Bay, from the Hanlan Memorial Park to a point near the Lakeside Home, a distance of 2,400 feet. The plan does not interfere with the waterfront development work contemplated by the Harbor Commission, and it is believed the road would relieve the congestion that always exists on the lake front on holidays and Saturdays. The cost of the work has not yet been estimated.