

the United States concerning railway development in the north, that he believes the construction of a line of railway north and south through British Columbia providing access to the Atlin and the Yukon to be a national enterprise. He says that closely linked with such a possibility as the establishment of this line is the building of railways in Alaska and the eventual linking up of that district with the United States proper by means of steel running through the Yukon and province of British Columbia.

Fredericton, N.B.—Up to the month of December 72 miles of rails had been laid on the St. John Valley Railway, according to the report presented to the Provincial Government at the closing meeting of the December sessions. The estimates for work on the Valley Railway during the month of November amounted to about \$100,000, while progress reports showed \$142,000 of work done in October. Of the steel now laid, 25 miles is south of Fredericton and about an equal distance north and also south of Woodstock. Construction work will be carried along as much as practicable throughout the winter.

Toronto, Ont.—The construction of a new double circuit power line between Niagara Falls and the main transmission station at Dundas, the doubling of the present line between Dundas and St. Thomas by way of London, and the enlargement of half-a-dozen sub-stations, all to cope with the rapid expansion to the consumption of power, have been practically decided upon by the Ontario Hydro-Electric Commission. The construction of the Niagara Falls-Dundas line will necessitate the acquisition of a right-of-way and involve an expenditure of approximately half a million dollars; and the doubling of the Dundas-St. Thomas transmission line will mean another hundred thousand.

Ottawa, Ont.—It has been stated by Controller Nelson, of Ottawa, that this year over 5 miles of pavements have been laid at a total cost of \$300,000, 13 miles of sidewalks at a cost of \$70,000, and sidewalk repairs to the extent of practically two miles of new walks. However, Alderman McNeill has taken an active interest in traffic regulations this year, and states that next year Ottawa will have to devote more money and attention to roads. He claims that the money now allowed for maintenance is insufficient. There has been much repair needed which could not be undertaken this year, and holes in roadways should be repaired at once, not when they have become a menace to traffic.

Victoria, B.C.—Mr. Taylor, minister of public works, is reported as having declared that within the next year or two British Columbia will possess an up-to-date highway, extending from Kamloops to Tete Jaune Cache, and giving connection through to Edmonton. The provincial government has already established a good road for about 90 miles north of Kamloops along the north Thompson river, and it is to be extended later north to Tete Jaune Cache, where it will meet the highway built by the Grand Trunk Pacific contractors, east and west. It is probable that this road will be taken over by the province from Tete Jaune Cache to the provincial boundary line at Yellowhead pass; and already a fairly good railway contractors' road extends through the Rockies to the east along the Grand Trunk Pacific route to Edmonton.

Vancouver, B.C.—Ever since the new Coquitlam dam of the B.C.E.R. company was completed several months ago, water has been rising rapidly; and not long since poured for the first time over the spillway, proving the company's scheme to provide an adequate water supply for its power houses at Lake Buntzen to be a success. The water takes houses at Lake Buntzen to be a success. The water takes a drop of 73 feet from the top of the spillway to the bed of the river below. There is now stored behind the dam 8,000,000,000 cubic feet of water, or 50,000,000,000 imperial gallons. From Coquitlam Lake, as now enlarged, water is drawn off by means of the tunnel to the two power houses

on the shore of the north arm of Burrard Inlet. The capacity of the spillway is three times the maximum flood into the lake and the dam has been constructed so that water will never pour over it.

Ottawa, Ont.—The proposed route of the All-Red Railway and Steamship Line, which is to seek incorporation at the next session of parliament, is from Cape St. Charles, on the coast of Labrador, north of Newfoundland, through northern Quebec to Winnipeg, and on to Dean Inlet, on the Pacific coast, running north, but parallel with the G.T.P., where it turns south to the coast. This route will reduce the time, it is claimed, between Winnipeg and Liverpool to four days. The route between the Atlantic coast and Winnipeg is through virgin country, which contains immense quantities of pulp. It is proposed to connect with the C.N.R. at Quebec. The time between New York and Liverpool by rail to Cape St. Charles, thence by steamer, will be reduced to three days and two nights. Owing to the shortening of the ocean trip it is thought very much traffic could be diverted from New York. As the road will follow the height of land, very little bridge building will be required.

Victoria, B.C.—The 50 arc light set and a spare transformer for the city light station are expected to arrive daily in the city, having been shipped from Peterboro. An installation of the lights on Ross Bay seawall driveway will be completed this month, the conduits having been put in when the street was paved some months ago. The "Park" type of fixed lights will be utilized, the light being attached to the standard, this rigid variety being considered the best, owing to the exposed position of Ross Bay. When this work is completed, the only portion of the waterfront from the city boundary to the outer wharf, unlit at night, will be the stretch of macadam across Beacon Hill Park. In order to rearrange the lodes for arc lighting, trunk connections are being installed through the city from Herald Street eastwards, and when the cables are in, the lode on circuits in the east and south-east portion of the city will be re-distributed. A number of new lights are being installed, and with the payment for the new equipment now on order, the loan of 1911 will about be used. City Electrician Hutchison believes that the future arc lighting extensions can be cared for out of revenue after the loan is expended.

Victoria, B.C.—Eight new bridges are now being constructed by the provincial board of works department, and three bridges are being renewed. Work on all of the structures is to be completed early next spring. Most important among those under construction is the bridge at Taghoun, near Nelson, B.C., which will span the Kootenay river, and will cost about \$90,000. It will comprise 3 steel spans with approaches, and will rest on steel cylinder piers filled with concrete. The bridge to be constructed across the North Thompson river at the mouth of the Barrier river, 40 miles north of Kamloops, will comprise one swing span and two fixed spans. Three bridges are being constructed across the Eagle river between Sicamous and Revelstoke; and two are being built over the Skeena river, one at Terrace, and the other at Smithers, this latter to have piled piers and Howe truss spans. The last of the eight new bridges is Clayton's bridge, to be built over the Bella Coola river. Those being renewed are one at Princeton, which will be a wooden truss structure on concrete piers, and will span the Tulameen river; one across the Okanagan river at Penticton, a swing-span bridge; and the third over Toby creek at Athlmar, in the Columbia district. Nothing definite has been done yet in connection with proceedings on the actual construction of the proposed Pit river bridge on the Dewdney trunk road.

Vancouver, B.C.—As far as the money available will allow, it is likely that the city will go ahead with the building of the causeway across Coal Harbor, and that the Park Board will move back the zoo and gradually improve the