

COAST TO COAST.

Montreal, Que.—A strong movement has been inaugurated to induce the Federal and Provincial Governments to subsidize the construction of a highway between Montreal, Ottawa and Toronto, and to improve the highways and bridges in the interests of trade and commerce, and of better communications between these points. At a recent meeting of the city council of this city it was proposed to send a delegation to Ottawa to interview the government authorities regarding the project and to ask the government to take steps in the furthering of the scheme by voting the money necessary for roads and bridges. As the construction of this roadway would be very advantageous, the voting of the money should meet with public approbation.

Quebec, Que.—At present there is not sufficient or adequate dock accommodation on either the Atlantic or the Pacific Oceans for steamships which ply regularly to and from Canadian ports. It is authoritatively stated that the government intend to proceed immediately with the construction of modern and up-to-date docks at Halifax, Quebec and Esquimalt, capable of receiving and docking the largest steamships plying on the Atlantic or on the Pacific. The best expert advice as to the type, size and location and character of these docks will be secured. They will be available not only for merchant steamships in need of repair and examination, but also for ships of war in case of need. The advice of the Admiralty as to all matters which concern the utility of these docks for purpose of the navy in time of war will be sought.

Ottawa, Ont.—The Publicity and Industrial Bureau of the city of Ottawa, of which Mr. Herbert W. Baker is commissioner, has just sent out a most interesting map showing the water powers, minerals and transportation facilities within a radius of 60 miles of the city of Ottawa. According to the map there is shown the low-water estimate of nearly 2,300,000 horse-power within a radius of 60 miles of the city, of which 150,000 horse-power is developed. It furthermore shows that twelve steam lines radiate from Ottawa with two electric lines proposed, as are shown on the map. The water powers, as shown on the map, indicate the horse-power available and their location in respect of the city of Ottawa. Those interested in receiving a copy of this map may do so by addressing H. W. Baker, Industrial Commissioner, Ottawa, Ont. It is well worth having.

Toronto, Ont.—Word comes from Washington that a preliminary report on the recent experience in radio-telegraphy between the scout cruiser Salem, on her voyage to and from Gibraltar, and the great wireless tower at Arlington, had proved this station to be second to none in the world, not excepting Eiffel Tower or the great German wireless towers. In this first test the contract requirement of the despatch of messages from Arlington to a vessel at least 3,000 miles distant could be only realized at night, but such messages were delivered to the same by day up to a distance of 2,383 miles. It was demonstrated, too, by the use of kites on the vessels with wire conductors, messages could have been exchanged throughout the entire transatlantic trip. Results of interesting experiments made during this voyage with new forms of apparatus are said to mark a new era in long distance radio communication.

Cochrane, Ont.—It is reported that the Transcontinental Railway Commission has let the contract for the installation of a pick up water system, and that work will commence May 1. Cochrane will be the headquarters of the district for the company which has charge of the work. Engineers

were here last winter to inspect the line and new plans how the water could be prevented from freezing. They recommended in their report that troughs be placed every twenty miles. There will be double troughs with steam pipes running between them.

The construction of these will be a big undertaking as they will have to be laid in beds of cement and iron stays imbedded to prevent the rails from spreading. The cement work will also have to be of the best and special men are carried by the company, which installed the system on many of the big railroads in the United States.

Victoria, B.C.—The list as prepared by the Chief Forester of fires shows that 20% of the fires were caused by campers. The list is as follows:—Campers, 38; railway locomotives, 34; lightning, 23; donkey engines, 11; railway construction, 11; public road construction, 9; uncontrolled permit fires, 8; smokers, 7; accidents, 6; logging railways, 6; prospectors, 3; Indians, 3. Stringent regulations have been passed by the Board of Railway Commissioners of Canada to cover the risk of new railroads under construction in the province, the patrol has been doubled on the rights of way, and every possible precaution urged upon logging operations. The Forest Branch is endeavoring to co-operate in every way with those who have work to perform which is attended with danger to the forest. But the greatest danger of all, that of the man who is careless with his camp fire, still remains open, and it can be removed only by increased watchfulness on the part of every individual who uses the woods for pleasure or profit.

Montreal, Que.—It has been proved by evidence before coroners' juries and by the testimony of eye-witnesses that many drownings in the Lachine Canal and along the docks would never have taken place if the victim had means within his reach to pull himself to the solid shore. Many a good swimmer who has accidentally fallen over into the water on a dark night, when no help was near, has swam about till exhausted vainly striving to secure a hold on something which would enable him to pull himself out of the water. With this knowledge in mind, Mr. Frederick J. Gilman, C.E., has invented a contrivance which, if accepted by the Dominion government, would prove helpful in life-saving, not only of persons who are so unfortunate as to fall into the water, but to help the rescuers to get them out. This invention is exceedingly simple, consisting of stringing of stout wires along the walls of the canal or harbor within easy reach of any person in the water. Above these at certain intervals are a series of other wires which would enable a person to get up on the banks.

Regina, Sask.—A first-class system of provincial highways, linking up the various parts of the province, is the latest plan of the Highway Commission, according to the statement made recently by Mr. A. J. McPherson, chairman of the commission. The idea is to provide broad and well-kept highways joining towns and villages for a hundred miles or so in different directions. For instance, one road will probably run from Swift Current to Fleming. Another will pass through Estevan, Weyburn, Regina, Moose Jaw, Saskatoon and Prince Albert—generally north and south. Still another will go from Saskatoon west to Kindersley, Kerrobert, Scott, Macklin, etc. Another will probably be from Lloydminster to Battleford. The latter, in fact, is being taken up by the municipalities themselves, and is likely to be constructed in the near future. Considerable portions of these main roads will be built by the municipalities, under the municipal roadmaking scheme. It is estimated that nearly \$10 per capita will be spent by the people of Saskatchewan this year on road making. The government pro-