

FURTHER PROGRESS IN THE TORONTO-OSHAWA ROAD PRELIMINARIES.

A committee meeting at Whitby last week agreed to adopt 4 per cent. as the maximum grade in the improvement of the Kingston Road, eastward from Toronto to Whitby and Oshawa. It also decided on the elimination of grade crossings, of which there are three—one over the Grand Trunk main line and two over the Scarboro' division of the Toronto & York Radial Railway.

Mr. W. A. McLean, C.E., Provincial Engineer of Highways, Department of Public Works, reports that the cost of completing the macadam road from where it stops on the Kingston Road near Pickering to Oshawa may be estimated at \$290,452.57. This amount is made up as follows: 20 miles of macadamizing at \$7,798.63 a mile, making a total of \$155,972.60; 20 miles of tar or oil surface at \$328.72 a mile, making a total of \$6,574 for this item, which, with the \$127,905.57 needed for reducing the hills to 5 per cent. for the 26-mile stretch and for repairs to the bridges, made the total \$290,452.57.

To cut the grades all down to 4 per cent., the same as that on the Toronto to Hamilton roadway, Mr. McLean reported, would involve an additional expenditure of \$22,000. This figure does not include cutting down the Highland Creek hill to any less than a 6 per cent. grade. In all, according to this latest plan, six hills will be cut down and 28,900 cubic yards of earth removed.

PAN-AMERICAN ROAD CONGRESS.

The programme committee of the Pan-American Road Congress has practically completed its work, and the advance official programme is now in the hands of the printer. The Pan-American Road Congress will convene Monday, September 13, at "The Municipal Auditorium," Oakland, Cal. The opening address will be made by Hon. Charles W. Gates, Governor of Vermont and chairman of the Executive Committee of the Congress. Addresses of welcome will then be made by Hon. Hiram W. Johnson, Governor of California; Hon. John L. Davis, Mayor of Oakland, and Hon. James A. Barr, Director of Congresses of the Panama-Pacific International Exposition. Responsive addresses will be made by George W. Tillson, president of the American Road Builders' Association, and by Fairfax Harrison, president of the American Highway Association.

Exclusive of the opening and closing sessions there will be eight sessions devoted to the presentation of papers on various subjects, and their discussions. There are twenty-seven of these papers, each of which has been prepared by some authority actively engaged in the work concerning which his paper treats. The discussions which follow will be led by road builders and engineers of high standing who have been carefully chosen by the committee with a view to bringing out to the fullest extent all possible information on the subject under discussion.

About forty of the leading authorities on road and paving subjects in the United States and Canada have already accepted designations on the programme. The Pan-American Road Congress of 1915 is expected to give a great impetus to the road and paving construction of the immediate future.

COAST TO COAST

Quebec, Que.—The new location of the projected extension of the old Montford & Gatineau Colonization Railway has been approved from Huberdeau, Que., to a point near St. Remi d'Amherst. The route is along the east bank of the Rouge River to the Argenteuil county line, thence crossing to the west side of the river joins the originally approved route, about 6 miles from Huberdeau.

Edmonton, Alta.—A Central Canada Railway sub-contract is reported to have been let to J. Timothy for grading the last 22 miles to Peace River Crossing, Alta. Track laying has already been completed, it is said, to mile 28 from McLennan, where connection is made with the Edmonton, Dunvegan & British Columbia. The grading work yet to be carried out will be heavy. It is expected that the grading work will be finished by October 1, and track laying completed and the line ready for operation this year.

South Lorrain, Ont.—It is said that the Teck-Hughes in Kirkland Lake and the Wettlaufer in South Lorrain are to be restarted. A company has been formed to take over and operate these properties and work will commence within a short time. Nothing has been done at the Kirkland Lake property since the Nipissing dropped its option on the mine early in the spring. The Wettlaufer has been closed down for some time, but the recent developments at the other South Lorrain properties may have encouraged the new company.

Montreal, Que.—The industrial wharf, which has been in the course of construction for the past two years for the Canada Cement Company at Pointe aux Trembles, is now nearing completion. The order for this wharf was given in September, 1913, and although most all the dredging required for the channel approach and 400 feet of concrete wall to one-half level had been finished in 1913, the greater portion of the work remained for 1914 and 1915. A description of it appeared in *The Canadian Engineer* for June 17th, 1915, in connection with an article on the development of Montreal Harbor.

Windsor, Ont.—A rumor is abroad in Detroit that the new owners of the Wabash Railroad, recently sold under foreclosure, have under consideration a proposition to sell to the Canadian Pacific its Chicago-Detroit division. The Canadian Pacific has always been anxious to secure a direct line of its own from Detroit to Chicago, but legal entanglements have invariably interfered with the transfer of the Wabash property. With its own trackage as far as the Detroit River on the Canadian side, the acquisition of the old Wabash line to Chicago would give the C.P.R. an exclusive all-rail line. No figures have yet been made public.

Montreal, Que.—Mr. Morley Donaldson, vice-president of the Grand Trunk Pacific Railway, announces that the installation of oil-burning locomotives on the mountain section of the line has now been completed. These locomotives are of the most modern type, and were placed in service for passenger traffic for the first time last week. They are operating from Jasper to Prince Rupert, over 719 miles of main line. Especial interest attaches to the installation of this class of motive power, as it marks the first use of oil-burners on an extensive scale in Canada. Great oil storage tanks have been erected at various points along the line for supplying locomotives with the necessary fuel.