

## COAST TO COAST.

**Toronto, Ont.**—Chief Engineer F. A. Gaby, of the Ontario Hydro-Electric Commission, reached this city after a five months' flying tour of the continent. His mission, which was to gather electrical data towards the more efficient operation of a power and lighting system, he claims was very profitable. Much technical information dealing with power production was gathered and this will be embodied in a report for submission to the commission. "Ontario leads in transmission lines," was the comment he made on the problem of distribution. He told of a scheme closely resembling that of the province which had been formed in Sweden and was now on a running basis. The same ideas of carrying power to homes and farms were used, but whereas in some ways their operation was an improvement, he declared that the transmission line system here outclassed any he had seen. He stated that little public ownership on a large scale was apparent, but that several thriving cities, especially in Germany, managed their own systems. France, Germany, Switzerland, Holland, Sweden and England were visited and their leading electrical plants inspected.

**Toronto, Ont.**—The good roads programme of York county was brought before the Ontario cabinet recently and is at the present time obtaining consideration. After the usual system by which the government advances one-third of the amount raised by the city and county, the \$300,000 voted two years ago has been expended. Now, in view of the plans of the government as to a broader policy for old Ontario, it is a question how far roadways should proceed under the old standard. York county, which was represented by Lionel H. Clark and Engineer James, has voted for additional expenditure, and seeks ratification from the minister of public works, the best method to pursue under the circumstances is being debated in cabinet. It is understood that if the present plan goes through, the sum of \$100,000 will be asked of the government.

**Montreal, Que.**—That the \$2,000,000 floating drydock placed here last fall is likely to prove to be a white elephant is confessed by shipping authorities. It was thought that shipowners would use the dock for all repairs needed by vessels, but it has been found that no company will put a ship in the dock while there is the slightest chance of sending it to British ports for repairs. A case in point is that of the Elder-Dempster steamer "Benguelo," which will get a much-required scraping when she gets to South Africa, where the work can be done by cheap black labor. As the shipping companies are getting cheaper insurance by reason of the dock being here, it is suggested that while they will not use it, they are not entitled to the advantage and that it should be taken to Quebec.

**Victoria, B.C.**—Arrangements are in view for a thorough investigation of the water supply of Victoria as derived from Elk Lake, the examination to be made of water from points both at the entrance and exit of the filter beds at Beaver Lake. Until recently only chemical analyses were possible. While these tests are sufficient to detect any organic impurities, it has been impossible, until the city possessed a laboratory where bacteriological experiments were possible, to know what amount of bacteria was passing through the sand, and in fact, to what extent the filter beds were discharging their office. When these tests have been made it will be possible to determine whether the sand is effective, and what percentage bacteria is detained in the beds in process of filtration. A series of systematic tests is proposed by the city analyst on behalf of the water commissioner.

**Vancouver, B.C.**—Vancouver has lost more than \$450,000 in business this year through not having a commercial drydock, but two groups of engineers and financial men are arranging to supply the need, according to statements made recently at the meeting of the Board of Trade in connection with report given upon the recent visit to Ottawa of Mayor Baxter and Mr. W. A. Blair, secretary to the board. Mr. Blair gave statistics regarding boat repair work which went to Esquimalt and Seattle the first three months of the year, but which, in his opinion, would have come to Vancouver had there been a drydock here. Six passenger boats which call at Vancouver had gone to Esquimalt for repairs totalling \$226,000, and \$75,000 had been expended there upon smaller craft. Seattle has obtained \$150,000 through work on other boats which call here. Mr. Blair prefaced his report by the statement that the delegation did not go to Ottawa to form a company to build a dock, but to strengthen the hand of Mr. H. H. Stevens, M.P., in presenting the claims of the city for the establishment of a drydock and a grain elevator. After citing his figures with reference to the loss of business to Vancouver, he said the delegation was informed no naval dock would be built for several years, and the delegation then devoted attention to the question of the commercial dock. As a result they obtained assurance that the drydock subsidy would be changed to favor the financing of such an enterprise. Change of the Act will not be made until next session, but if a bona fide company makes a proper showing the interest will be increased by an order-in-council to 4 per cent. on \$6,000,000 for thirty-five years on progressive estimates, and the action ratified by legislation. Mr. Blair said he had good reason to believe that a drydock would be built soon, and that it would be a credit to the promoters and to the city. Mayor Baxter said that since his return representatives of two groups considering the building of a dock had been in conference with him.

**Ottawa, Ont.**—The Board of Railway Commissioners, being impressed with the large number of accidents occurring at level railway crossings (crossings of one railway by another) which are not protected by signal system with or without derails approved by the board, are asking that railway companies subject to the jurisdiction of the board, show cause, in writing, within thirty days, why an order should not issue requiring such railway companies to install and complete, within three years from date of such order, an interlocking system to be approved of by the board for the protection of all level crossings which are not so protected between tracks of steam railways and between tracks of steam and electric railways.

**Peterborough, Ont.**—City Engineer Parsons has returned from Toronto, where he went to look into the sewage disposal question respecting Peterborough. Mr. Parsons waited upon Dr. McCullough, chief of the provincial board of health for Ontario, and ascertained the latter's views regarding a suitable plant for this city. The provincial board of health favor the use of Imhoff tanks either with the treatment of the effluent by chlorination, or by sprinkling or intermittent filters. The scheme will have to be worked out with a view of determining the probable cost, not only the first cost, but also the question of maintenance. Mr. Parsons also visited the Toronto engineering department, but was unable to obtain anything that would be applicable to Peterborough. The next move will be to prepare plans and submit them to the provincial board of health engineers for their approval.

**Vancouver, B.C.**—Preliminary work for the construction of the Georgia-Harris viaduct is rapidly progressing to a point where citizens can readily observe tangible indications of a prompt completion of the project. The contractor already is receiving on the ground the lumber for constructing the form work for the superstructure at the Harris Street