

## COAST TO COAST.

**Paris, Ont.**—Hydro-Electric light was used in Paris for the first time on January 8th.

**Nelson, B.C.**—The plant of the Nelson Coke and Gas Company is being operated by the municipality.

**Vegreville, Alta.**—The main street of Vegreville is now illuminated by the town's recently discovered utility, natural gas.

**Belleville, Ont.**—The new branch of the C.P.R., known as the Campbellford, Lake Ontario, and Western Railway, which will connect Toronto and other Lake Ontario points with Belleville, will be opened for traffic shortly. The line runs between Agincourt and Glen Tay, a distance of 182 miles.

**Montreal, Que.**—The Intercolonial Railway of Canada has under way the following new construction: Nelson, N.B., to Derby Junction, diversion of line, 2.67 miles; St. Romuald, Quebec, to Chaudiere Junction, double tracking 3.75 miles; Pt. Tupper, N.S., to Sydney, N.S., grade revision, 91 miles; Oxford Junction, N.S., to Painsec, N.B., double track, 73.7 miles; Halifax Ocean terminals; passenger station at Sussex, N.B.; automatic blocks from Halifax, N.S., to Windsor Junction, 13.9 miles; from Moncton, N.B., to Painsec Junction, 7.2 miles; from St. John, N.B., to Hampton, N.B., 22 miles; and a line from North Sydney, N.S., to a point near Leitches Creek, 4.3 miles.

**Vancouver, B.C.**—Some indications that a regular service will be commenced next year on the P.G.E. railway north of Newport are an order recently placed by the company for 150 steel freight cars to be delivered at Newport during the months of March, April, and May next; the possible issue of an interim order by the provincial department of railways at an early date permitting the P.G.E. to operate trains over the completed portions of the line north of Newport in order to transport settlers going into the interior; the fact that steel rails sufficient to lay 30 miles of track are now being delivered at Newport, and that these are to be distributed along the new line early in the spring; and, finally, track has been laid 13 miles north of Newport and grading has been finished for a distance of more than 150 miles from the Pacific terminals, being well advanced beyond Lillooet.

**Montreal, Que.**—To guard against a subsidence of the soil, which might occur when the frost leaves the ground at any point where excavation has approached too closely to the base of the conduit, carloads of stone are being hauled to the place where the break occurred, which will be used to strengthen the aqueduct bank. A cribwork will be built along the conduit at a distance of a few feet; and after the crib has been filled with stone, earth will be used to fill in the space between the aqueduct and the crib. This work will form part of the programme for protection against water famine in case of emergency. The tapping of the Lachine Canal, the work for which is announced in the *Construction News* columns of this journal, is another phase of the same scheme.

**Victoria, B.C.**—Though about \$2,000,000 of the sum of \$9,682,600, appropriated last year by the Provincial Public Works Department, has not yet been spent, the amount of new construction which has been undertaken in public buildings, roads, bridges, wharves, etc., has exceeded greatly that of any previous year in the history of the Provincial Government. The mileage of new roads constructed amounts to over 700, and the mileage on which the department has been engaged, including the work done in repairs and improvements, amounts to over 12,000. Prominent among these roads is the Banff-Windermere highway, on which 16 miles of ungravelled roadbed have been constructed during the

past season; and on the transprovincial road, at least 20 miles have been constructed through an abnormally difficult section. At Strathcona Park, under the supervision of Col. Thompson, Messrs. Casey & Lewis have cleared and grubbed 7.25 miles, which is now ready to grade, and have also built a permanent bridge. A large number of important bridges, from time to time noted in *The Canadian Engineer*, have been completed and a number are under construction at the present time. In view of the fact, however, that a large number of buildings cared for by last year's appropriations have not been completed, and also of the general relaxation in building activity, it is probable that the amount to be devoted to public works during the coming year will not approach the record sum expended last year.

**Moose Jaw, Sask.**—The total expenditure for the work carried out by the civic engineering department in 1913 was \$378,059.13. Out of an estimated expenditure of \$32,000 for the city engineer's office, when an expenditure of \$18,761.26 was deducted for salaries and purchase, there was left a balance of \$13,238.74. The total expenditure for the year on contracts covering the work on the high pressure dam, 11th Avenue subway, high pressure mains, sidewalks, curbs and gutters, Algoma Avenue sewer and water extensions, River Park bridge and abutments, was \$212,861.12. The only bridges constructed were those over the high pressure dam on Manitoba street east, and the park bridge over the Moose Jaw river. In the sewer and water extension branch of the department, the annual report shows that 2,139 houses in Moose Jaw are now connected with the mains and sewers. Also in the street cleaning department, an expenditure of \$9,600 has sufficed to keep in excellent condition a certain area of paved streets; and the report advises that by increasing the area, the cost could be lowered proportionately. Finally, the water supply of the city, it is stated, is in better condition than ever before; and there is now no danger of shortage during the dry months. There is kept in the reservoirs a supply of 37,990,000 gallons, to which another 30,000,000 gallons can be added at will. Realizing that steps should be taken to increase the water supply to keep pace with the increasing population, the commissioners have investigated the possibility of utilizing the water in the Moose Jaw river and have obtained the consent of the government to proceed with the work. They recommend, therefore, in their report, that particulars as to cost be obtained.

**Vancouver, B.C.**—The park scheme for some time being planned by park board officials, under the guidance of Park Superintendent W. S. Rawlings and Engineer A. S. Wooten, embraces the development of the point of land in the old C.P.R. hotel site as a picnic ground, the laying out of the parks adjacent to the beach, and the building of a permanent bath-house. The park officials believe that the whole improvement could be completed for \$150,000, an equal amount of this being expended each year for the next four years. The plan provides also for the construction of a pier, which would cost probably \$75,000; but it is not proposed to build this until necessary. A rearrangement of the car tracks of the C.P.R. operated by the B.C. Electric Railway will have to be made; and several new streets will also be laid out and approaches will be boulevarded so as to form a chain from Stanley Park and English Bay across the proposed Burrard Street bridge and out to Point Grey. The seawall will be constructed of rock taken from the foreshore, to be used as a facing, and to be backed by concrete. Towards the north end, it will be about 4 feet in height, increasing to about 10 feet towards the west; and, at intervals, there will be shelters and steps down to the beach. It will provide for a 40-foot promenade of asphalt with ornamental lighting standards every 75 feet along the edge. The bath-house will be built on the pivotal point of the scheme, equidistant from each end of the promenade; and will harmonize with the