

Coast to Coast

Moose Jaw, Sask.—The steel bridge on the Eighth Ave. bridge over the C.P.R. has been completed.

Maisonneuve, Que.—About \$800,000 worth of paving debentures have been sold and contracts will shortly be awarded.

Regina, Sask.—During five years ending December 31st, 1914, \$20,000,000 have been spent in the construction of buildings in Regina.

New Westminster, B.C.—The work of deepening and widening the channel of the Fraser River at Hell's Gate has been completed at a cost of about \$125,000.

Winnipeg, Man.—At the recent road conference, held at the Manitoba Agricultural College, Winnipeg, it was resolved to hold an annual Good Roads Convention.

New Liskeard, Ont.—A 180-ft. steel bridge, resting on masonry piers, has been built over the White River, and a similar bridge is now being constructed across the Otter River.

Toronto, Ont.—A deputation over one thousand strong applied to the provincial cabinet ministers of Ontario for a bonus of \$3,500 per mile relative to the construction of hydro-electric railways in the province.

Renfrew, Ont.—The Renfrew Machinery Company has completed its building for the manufacturing of shrapnel shells for the British War Office. The machinery, largely automatic, has been installed and work commenced.

South Vancouver, B.C.—Mr. S. B. Bennett, municipal engineer, in his report for January, states that 10,040 feet of 6-inch and 1,020 feet of 8-inch mains were laid, 5 hydrants and a number of new services installed. The municipality has now 9,944 services and 680 hydrants.

Toronto, Ont.—The new office building now under construction on University Avenue, Toronto, for the Hydro-Electric Power Commission of Ontario, will be ready for occupation in September. At present foundation work is under way. It is being carried down 60 ft. to rock.

Victoria, B.C.—The proposal to lend \$7,000,000 to the Pacific Great Eastern Railway to complete its line from Vancouver to Fort George, a distance of 450 miles, resulted in the dissolution of the provincial legislature, and a new election will shortly be held. About 120 miles of the line have been completed and it has been graded for the entire distance.

Winnipeg, Man.—Alleging an infringement of patent rights, the Bitulithic Paving and Contracting Co. has started suit in the Winnipeg courts against the National Paving Co., claiming that the latter has laid over \$1,000,000 worth of paving in Winnipeg, Fort William, Port Arthur, Edmonton and other places, using a system protected by the complainants.

Morrisburg, Ont.—In the rivalry that exists between this town and Prescott with respect to the much-talked-of highway that may be constructed to Ottawa, it is pointed out that the distance between Ottawa through Dundas to the St. Lawrence is about 72 miles, and at \$10,000 a mile would cost approximately \$400,000. The route by Prescott which has been mooted is about 42 miles, and at the same rate would cost \$620,000. The Dundas route would thus save \$220,000, to be applied on the trunk line from Morrisburg to Prescott, which would almost build it.

Vancouver, B.C.—The provincial government has renewed its \$400,000 subsidy toward the construction of the Second Narrows Bridge by the Burrard Inlet Tunnel and Bridge Co. The latter is now seeking a government guarantee of its bonds to the extent of \$500,000, in addition. The Dominion government, it is stated, will subsidize the undertaking to the extent of \$350,000.

Ottawa, Ont.—The Parliamentary Railways Committee has passed the bill allowing the amalgamation of the Toronto, Hamilton & Buffalo Railway and the Erie and Ontario Railway. The former extends from Brantford to Buffalo, and is operated by the C.P.R. The Erie and Ontario is partly built, and is to extend from a port on Lake Erie north through Brantford to join the C.P.R. main line.

St. Paul, Que.—The Canadian Rolling Mills Co. recently opened a new mill in this town, giving employment to about 200 men. Its construction was started about a year ago. Operations for the present will be confined to the manufacture of merchant bar iron and steel, the greater part of this material being used by the Canadian Tube and Iron Co. and the Colonial Wire Co., the three companies being controlled by the same management.

Edmonton, Alta.—At the end of 1914 this city had 46,793 miles of paving, 47 miles of concrete walks, 152 miles of plank walks, 29 miles of boulevards, 105 miles of graded streets, 141 miles of sewers and 156 miles of water mains. Of these amounts, practically 75,000 square yards of paving were laid last year, 4.32 miles of permanent street railway tracks, 12 miles of concrete walks, 25 miles of plank walks, 5 miles of new grading and 9 miles of boulevarding.

Princeton, B.C.—A few weeks ago construction work commenced on the Kettle Valley Railway between Osprey Lake and Princeton to afford through communication between the Okanagan sections of the line to the coast, via Merritt and the main line of the C.P.R. around by Spences Bridge. Rail-laying has been started, and the section is expected to be completed before June 1st. The other portions of the Kettle Valley Railway from Midway, near Nelson, to Penticton, were completed last autumn.

Hope, B.C.—The bridge over the Fraser River, which will afford connections between the main line of the C.P.R. and the new Hope Mountain route, has been completed, and rails have been laid on the south bank of the river as far as the crossing of the Canadian Northern Railway. The joint section of the Hope Mountain line from Hope to Coquahalla Summit will be completed by the fall, according to present estimates. Work on bridge construction has been proceeding all winter, and track-laying is now being proceeded with. The Hope-Coquahalla section is being built by the Kettle Valley road, and will be used also by the V., V. and E.

Truro, N.S.—The new Intercolonial Railway viaduct over the Folly River is practically completed. It replaces an old 6-span, lattice girder structure, and is 649½ ft. long, with rail level 91 ft. above the bed of the stream. It is supported on concrete piers extending to bed rock, and has 13 spans of deck plate girder type. The Dominion Bridge Co. erected the superstructure, while the foundations were constructed by the I.C.R., Mr. W. A. Cowan being engineer in charge. Work on the foundation was commenced September 14th, and was completed November 24th. The Dominion Bridge Company started work January 14th. The first span was put in place February 14th, and the last span was fitted into its position March 14th.