

COAST TO COAST

Montreal, Que.—The government has authorized a small advance to provide for the continuance of the work on the harbor.

Montreal, Que.—At a meeting of the Chamber of Commerce the question of raising the Grand Trunk tracks was taken up.

Edmonton, Alta.—The Oliver, St. Paul de Metis Railway, according to Sir William Mackenzie, will be in operation before the end of June.

Trenton, Ont.—The steelwork on the new bridge over the Trent River is almost completed. The structure is expected to be ready for traffic very soon.

Montreal, Que.—Plans have been submitted to the Board of Control for a tunnel estimated to cost \$1,200,000 under the Lachine Canal at Wellington Bridge.

Owen Sound, Ont.—The secretary of the board of trade announces that engineers will soon commence surveys on the harbor for dredging purposes.

Toronto, Ont.—A trial trip has been made over the newly-electrified Schomberg division of the Metropolitan Railway. A regular service will be inaugurated shortly.

New Westminster, B.C.—The annual report of City Engineer J. W. B. Blackmore shows that the work carried out under the supervision of his department cost \$371,020 for 1915.

Toronto, Ont.—It is learned that the government's bill on hydro-electric development at Niagara Falls will provide for an ultimate expenditure of \$14,000,000 to be supplied as the work proceeds.

St. John, N.B.—Engineers of the Canadian government are engaged in locating a new line from near Fredericton across York county to connect with the Maine Central Railway at Vanceboro', Me.

Toronto, Ont.—The foundations on the new Union Station are being rushed ahead in order to be ready for steel erection. It is expected that the steel construction work will commence about April 10.

Montreal, Que.—Pavement was laid on 45 miles of streets in the city last year. The total cost of the work was \$1,934,408. Asphalt for the most part was used as surfacing, the total quantity being 7,145 tons.

Hamilton, Ont.—Arrangements have been made with the Dominion Power and Transmission Company by which the hydro radials will run over the tracks of the Hamilton Street Railway on their route through the city.

Victoria, B.C.—Legislation will be introduced within the next ten days looking towards the aiding of ship-building to the extent of a sum not exceeding \$2,000,000 by way of guarantee. It is planned to lay down ten ships at once.

Brantford, Ont.—The city has been granted the right to operate the Grand Valley Railway under the name of the Brantford Municipal Railway System. The line runs from Brantford to Galt through Paris and Dumfries.

Victoria, B.C.—At a meeting of the reorganized Canadian Puget Sound Lumber Company it was decided to begin operations at the Victoria Mill and Jordan River timber limits at once. Five lumber-carrying ships will be built by the company.

Hamilton, Ont.—Mayor Walters advised the Board of Control to postpone until after the war the question of an entrance into Hamilton for the Toronto-Hamilton Highway, unless a satisfactory agreement could be made with the Commission.

Toronto, Ont.—The provincial government has purchased the Seymour interests in Central Ontario, comprising over twenty companies. This will give the hydro-electric commission complete control of power in the province. The price paid was \$8,350,000.

Sarnia, Ont.—Engineer J. J. Jeffreys, of the Ontario Hydro-Electric Commission, advises that when Sarnia installs a street lighting system a good set should be put up. The system suggested by Mr. Jeffreys would cost \$12,000 a year, in place of the present \$7,000 a year.

Fort William, Ont.—A proposal for the government railway to link up to the Canadian Northern Railway and run over the latter's line from Fort William to a point north of Long Lake is on foot. Such a line would put Fort William 215 miles closer to the new gold camp at Kow Kash.

Fort William, Ont.—The inter-cities committee of Port Arthur and Fort William passed a resolution recommending that the two city utilities committees get together to frame up a proposal to get the hydro-electric commission to expropriate and operate the Kaministiquia power plant or allow development at Nipigon or Dog Lake.

Ingersoll, Ont.—That it is the intention of the gas company to furnish Ingersoll with purified natural gas was the welcome news received recently. A representative of the company was in Ingersoll and conferred with the special committee of the council appointed recently to deal with the situation in consequence of the purifier at the gas plant having been destroyed by the recent explosion and fire.

Winnipeg, Man.—Dredging an 18-foot channel in the Assiniboine River, from its junction with the Red to Assiniboine Park, is a feasible plan, City Engineer Brereton said recently, and the Board of Control seemed to favor approaching Hon. Robert Rogers to see if the Dominion Government would not do this work. The purpose of the channel would be to make motor boating to the park possible.

The Pas, Man.—That the Hudson Bay Railway will be completed in time for the 1917 crop shipment is the belief of builders here. The summer construction programme concludes plans to have the steel track laid to Kettle Rapids, 90 miles from Hudson Bay, by August 1st. Construction of the cantilever bridge over the Nelson River at this point is expected to be finished in time to allow further steel-laying before frosts set in.

Calgary, Alta.—A decision of the Supreme Court affecting farmers on the Canadian Pacific irrigation block has just been handed down by the Supreme Court, in which the court dismisses the action by the farmers, in which the latter claimed that the contracts with the railway company were made under misrepresentation, in that irrigation has been a detriment in some sections of the irrigation belt, and alleging other reasons for their request for the annulling of the contracts.