

Coast to Coast

Guelph, Ont.—The financial statement of the water commissioners at Guelph for the month of March shows a balance of \$3,418.96.

Fort George, B.C.—The last spike on the G.T.P. was driven on April 7th, at the east end of the bridge over the Nechaco at Fort Fraser river.

Toronto, Ont.—The net surplus for the Toronto Hydro-Electric system in 1913 amounted to \$34,576, or approximately 3 per cent. on the total investment.

St. Thomas, Ont.—The St. Thomas board of works estimates its expenditure for the current year at \$19,900, which is about the same as required last year.

Victoria, B.C.—The outcome of the consideration by the Victoria council of estimates for 1914 is that the aggregate amount to be raised has been placed at \$2,460,000.

Brantford, Ont.—Civic estimates for this year at Brantford provide for a total expenditure of \$539,465, as compared with \$472,579 last year, showing an increase of \$66,886.

Montreal, Que.—Latest advices from headquarters at Montreal state that the \$1,000,000 station and office building of the C.P.R. at Vancouver will be ready for opening in June.

Regina, Sask.—A new generator at the new power house at Regina has been installed, and is working satisfactorily; while another generator, which will be powerful enough to carry the whole of the lighting system of the city of Regina, is reported to be on its way.

Winnipeg, Man.—The statement has been made by Morley Donaldson, vice-president and general manager of the Grand Trunk Pacific Railway company, that the last spike on this second transcontinental railroad in Canada will be driven and the last rail will be laid on April 9.

Fredericton, N.B.—The conclusion concerning the harbor at L'Etang, reached by Mr. A. D. Swan, M. Inst. C.E., M. Inst. M.E., M. Can. Soc. C.E., who has furnished a report to the Federal Department of Public Works on ports in Charlotte county, N.B., is that this port would not be suitable for the largest class of modern merchant vessels, but, if desired, it would make an excellent harbor for steamers of moderate size.

Hamilton, Ont.—The cost of Hydro-Electric street lighting at Hamilton has now been estimated at \$88,125 for one year, as compared with \$65,800 previously estimated. The increase is due to extra cost of corner lights, increased area to be lighted, and the Ontario commission's decree to increase the cost. When the Hydro's \$88,125 system is running complete, there will be 9,100 lights, giving a total of 1,320,000 candle-power, evenly distributed.

Halifax, N.S.—On March 24, a bill was introduced in the Nova Scotia legislature to incorporate the Nova Scotia Tramways and Power Company, which is to have a capital of \$5,000,000 with power to increase it to \$10,000,000. It is also provided that the bill authorizes the company to purchase the Halifax Electric Tramway Company. Moreover, the Nova Scotia Light and Power Company agrees to transfer to the new company all its rights in certain power sites and lands at Gaspereaux.

Moncton, N.B.—The I.C.R. is now constructing 165 new bridges along the lines in the eastern provinces, while by October 30 new 35-ton passenger locomotives will be put into commission. A section of road from Pasaic Junction to Oxford, 70 miles long, will also be double-tracked by that time. Another project of the new I.C.R. head is that of utilizing

the short line between Pictou and Oxford Junction for Sydney freighting. This will necessitate bridging across the West, Middle and East rivers of Pictou to overcome the Westville grade.

Yorkton, Sask.—Recently at Yorkton, what may prove to furnish an adequate water supply for the town has been discovered. A supply has been struck in a test well now being dug by the town, which promises to develop into a flow amply adequate for all requirements for years to come. The new test well is 6 feet in diameter, and at a depth of 35 feet the flow of water was struck. It is now proposed to sink a 15-foot well, 50 or 60 feet; and it is confidently predicted that this will produce a water supply sufficient for a city with five times the population of Yorkton.

Kamloops, B.C.—The vertical lift span in the C.N.R. company's new girder bridge, just completed across the North Thompson river, consists of a 93-foot deck plate girder, weighing about 236,000 pounds, which is balanced by counter weights attached to cables which pass over sheaves at the top of the towers. The span is raised and lowered by means of cables fastened at the top and bottom of the towers. These cables pass over drums at each corner of the span, which are actuated by a system of gears and shafts connected to a gasoline engine at the centre. Hand operation is also provided. The machinery is designed to lift the span 53 feet in 100 seconds, providing a clearance of 55 feet above high water.

Prince Rupert, B.C.—The construction work which has been accomplished by the G.T.P. Railway company along the banks of the Skeena river to its terminus at Prince Rupert is said to be one of the greatest of railway engineering achievements. For a 200-mile section of railway, millions of dollars were spent before a shovelful of earth was removed. But along the banks of the Skeena a route has been hewn free from sharp curvature or steep grades, despite the rugged contour of the river's course, and there is no danger of the turbulent river ever being able to disturb this roadbed. Very little tunnelling has been done, for nearly 4,000,000 cubic yards of rock were blown away on 186 miles of line between Prince Rupert and Hazelton to make a route through the Cascades.

Regina, Sask.—The new reservoir to be constructed at Regina is to be a replica, with trifling exceptions, of the 5,000,000-gallon reservoir at Tor Hill. An 18-inch supply main from Tor Hill reservoir is to be laid along Halifax street, while a 42-inch main between the reservoir and the power house will be constructed on Osler street. Arrangements are also being made to connect the new basin with the proposed 27-inch supply main when the latter is constructed in 1915 or 1916. The reservoir will hold a depth of 25 feet of water and will be constructed 20 feet above the surface of the ground. It will contain nearly 500 tons of steel; will be covered with a concrete top and above the concrete a 12-inch layer of soil. In this latter respect it differs from the Tor Hill reservoir, which has no earth covering. In order to hold the earth it is proposed to plant grass seed on the top.

Regina, Sask.—The Regina incinerator was put into full operation a few weeks ago. It has been erected at a cost of \$65,000, has a capacity of 110 tons of garbage per day, and has two furnaces. There are two large boilers in the plant, fans for inducing draft and for drawing off the gases, which are used to heat the boilers and create steam, etc. The steam is forced through pipes in the main furnaces, and as the damp garbage is dropped down on the grates and steam pipes, it is dried out considerably and ignition induced. Once the fires are fairly hot, the fans keep the draft in such condition that the fire burns fiercely, and it is easy to keep a steam pressure of 60 to 100 pounds on the boilers, or