

Coast to Coast

Lethbridge, Alta.—The Lethbridge-Weyburn line of the C.P.R. has about 67 miles of steel still to be laid.

Woodstock, N.B.—Mr. F. T. Gutelius, general manager of the Intercolonial Railway, states that the finished portion of the Valley Railway will likely be taken over by the Intercolonial before the end of the month.

West Vancouver, B.C.—Work is progressing rapidly on the new Capilano bridge. Naylor Bros. are the contractors, and expect to have it completed early in December. This firm is also rushing to completion a new wharf at Dundarave.

Vancouver, B.C.—A large suction dredge of the Pacific Coast Dredging Co. is doing a large amount of reclamation work at Pitsilano beach. The fill, which varies from 3 to 10 ft. in depth, will aggregate about 100,000 cubic yards, and is being placed at the rate of about 3,500 cubic yards per day.

Toronto, Ont.—During the season Mr. Frank Barber, engineer for the county of York, has constructed two bridges south of Brownhill, one at Newmarket, one at Schomberg, one at Willowdale, and another on the Dawes Road, while there is one still under construction between Scarboro and Markham.

London, Ont.—Complete estimates have been prepared by engineers of the Hydro-Electric Power Commission for five different schemes of radials to connect the municipalities of Tillsonburg, Brownsville, Springfield, Port Burwell, Aylmer and Belmont with St. Thomas and London. They include buildings, equipment, and all data as to probable revenue and cost of operation.

Revelstoke, B.C.—The double track of the C.P.R. between Revelstoke and Taft, and also between Kamloops and Hapgood, each about 25 miles in length, will soon be in operation. The double-track system over the new bridges crossing the Harrison and Pitt Rivers is now in operation, giving continuous double trackage from Vancouver to Ruby Creek, a distance of 83 miles.

Edmonton, Alta.—It is stated that before the war the Alberta government acquired over \$12,000,000 for use in railway construction. This sum had been received from guaranteed railway securities and had not been paid up. It is to be applied to the Canadian Northern, Canadian North-western, Edmonton, Dunvegan and British Columbia, Alberta and Great Waterways, and the Lacombe and Blindman Valley Railways.

Vancouver, B.C.—As announced in August 27th issue of *The Canadian Engineer* in connection with an article descriptive of the proposed Second Narrows Bridge at Vancouver, Mr. Ralph Modjeski, consulting engineer, Chicago, has been retained by the Burrard Inlet Tunnel and Bridge Co. to report on the three designs and tenders for its construction. It is expected that this report will be in the hands of the company in the course of a few days.

Winnipeg, Man.—Grading for the construction railway in connection with the Shoal Lake aqueduct was completed on November 4th to mile 9, and the remainder of the line is 75 per cent completed. Track-laying is completed for over 70 miles and ballasting for over 60 miles. In the Brokenhead River ditch 4,400 lineal feet has been constructed, resulting in considerably lowering the water level at the railway crossing. The telephone line over the entire system has been completed.

Montreal, Que.—The newly-opened Montreal branch of the Ford Motor Co. of Canada, Limited, will give employment to about 200 men. The factory has been erected at a cost of about \$300,000, and covers an area of 150 x 160 ft.

It is four stories in height, but has been designed to add six more stories, should the business demand it. A novel feature of the plant is the flat concrete roof, surrounded by a parapet, and to be used for testing cars after they have been assembled. The building has been designed with the view of obtaining a maximum of light for the workers.

Winnipeg, Man.—In connection with the Shoal Lake aqueduct scheme of the Greater Winnipeg Water District, a dyke 5,070 ft. in length has been constructed to divert a considerable quantity of water from the Falcon River, because of its dark color owing to muskeg effluent (see *The Canadian Engineer*, October 23rd, 1913, page 606). Since its construction the color density of the water in this section has been very noticeably reduced. On October 9th tests gave the water a color density of 186. Recently similar tests gave it a color density of 9, quite unnoticeable in a glass of water.

Vancouver, B.C.—The Pacific Great Eastern Railroad, under construction from Vancouver to Prince George, 480 miles, is in operation from North Vancouver to Whitecliffe, 12.7 miles. The line is under construction from this point to Squamish, at the head of Howe Sound, and is in operation north of Squamish, via Cheakamus, on about 20 miles. The grading work is finished to Lillooet, 100 miles from Vancouver, and track-laying is now under way. It is expected that track-laying and ballasting on this section will be finished this year. The remaining section from Lillooet north to Prince George on the Grand Trunk Pacific is all under contract.

Pitt River, B.C.—A large reclamation scheme is now nearing completion at Pitt Meadows, in the Fraser Valley, at an expenditure of approximately \$200,000. The scheme, inaugurated for agricultural and market-garden purposes, has entailed a large amount of dyking and drainage, the former necessitated by the tides which flowed over the land, and the latter by its extremely level surface. A dyke 12 miles in length, 10 ft. in height and 6 ft. wide at the top, equipped with flood-gates, key-ditch and pumping equipment, was constructed at a cost of about \$100,000. The drainage work has included about 40 miles of ditching. The era of systematic dyking and drainage is beginning in British Columbia. Another scheme is under way in the municipality of Richmond, as noted in last week's issue. The lands already dyked in the Fraser River Valley are the most productive in British Columbia.

North Vancouver, B.C.—North Vancouver gets its main supply from Lynn Creek, to the north-east of the city. This supply is abundant at present, but is not absolutely reliable, fears being occasionally expressed that an exceptionally dry year or a devastating forest fire might produce a shortage in the watershed. To overcome this, the city decided upon a scheme three years ago to increase the supply by the construction of a storage reservoir at Rice Lake, the work entailing the deepening of the lake and the clearing of its banks. When finished it will have a storage capacity of about 150,000 million gallons of water. The cost is estimated at about \$175,000.

At the present time the water supply from Lynn Creek comes through an intake pipe 16 in. diam., with a fall of 180 ft. to Rice Lake below it. This pipe delivers some 6½ millions of gallons of water daily. From the lake a shaft is driven through the mountain 1,000 ft. long to connect the lake with the city system. This shaft is 6 ft. wide by 7 ft. high and has cost approximately \$25,000, and through this the necessary pipes are laid, while a flume has also been constructed therein to carry away the debris from the bottom of the lake, which is being sluiced out. When a survey was taken of the lake some four years ago it was found that the bottom was covered with silt, logs and other debris to a depth of from 5 to 10 ft.