

finished. No difficulty with respect to air pressure has been experienced, since the tunnel does not lie under a river.

Victoria, B.C.—An important operation was achieved in connection with the improvement work in the Inner Harbor, when 700 tons of rock were displaced at a single charge. This was accomplished at the Soughees rock where drilling and blasting operations are being carried on at present. The elimination of several of the dangerous rocks has removed the menace to shipping, which has prevented large vessels from entering the Inner Harbor.

Montreal, Que.—At the annual meeting of the Grand Trunk Pacific Railway Company, report on the construction of the main line to the Pacific coast showed that the work has reached mile 1,204 west of Winnipeg, and mile 305 east from Prince Rupert. This leaves a section of only 236 miles in British Columbia on which the grade is to be completed and the track laid. It is hoped to complete the connection of steel to the Pacific Ocean within the next nine months.

Coquitlam, B.C.—After four years of labor, the great dam at Coquitlam has reached completion. Its construction necessitated the tearing down of hills and the displacement of vast quantities of earth, the boring of two tunnels through solid granite and the erection of two towers. Work has ceased on all portions of the construction, the final piece of labor being the spillway, a trench 250 feet in width and 15 feet in depth, which was driven through solid rock.

Victoria, B.C.—The announcement has been made that the middle of next summer will see a new channel for the use of steamers entering and leaving Victoria's inner harbor. This channel will be one quarter of a mile wide and 20 feet deep at low water. Several patches of mud must still be cleared away, and a couple of pinnacles of rocks broken up and removed. A shorter run into the harbor will be gained by the new channel, eliminating the turns which cause considerable trouble to certain boats.

Toronto, Ont.—The acceptance of the 86-foot road standard by the Ontario Railway Board assures for Greater Toronto one of the finest road systems on the Continent. St. Clair Avenue has a width of 100 feet, and will serve as a plan for future boulevard constructions. Only at street intersections can vehicles cross from one side of the street to the other, thus obviating the difficulties to street car traffic caused by vehicular traffic in older sections of the city. Here, also, the track area has been covered by broken granite for the purpose of deadening sound.

Vancouver, B.C.—Another bridge, the largest of its type on the mountain section of the C.N.R., has been completed. It stretches for 760 feet over Stoyama Creek, and consists of seven steel spans resting on six concrete pedestals. Surmounting the pedestals are six towers, each 40 feet in width. Track is now being laid over the bridge and beyond it westwards until Nine Mile Creek is reached, where another steel viaduct, 300 feet long, having three towers and two spans, will be constructed. Still further west, between Nine Mile Creek and Cisco, smaller steel bridges will be erected over obstructing creeks and gullies.

Regina, Sask.—City Engineer McArthur has decided on a novel plan to keep the roadways of Regina in proper condition. The assistance of the boy scouts has been enrolled. Boy scouts patrol different sections of the city at stated times and report where improvement is needed in the roads. These reports are handed over to what is now called the "road repair gang." This gang of men is employed for the specific purposes of making repairs, and is kept busily engaged fixing up the bad spots reported by the boy scouts. It is expected that by this system the roads throughout the entire city will be in good repair by freeze-up.

Vancouver, B.C.—The opening of Kingsway, the newly-paved 12-mile highway connecting Vancouver with New Westminster and the municipalities of South Vancouver and Burnaby, was celebrated recently by a program of ceremonies comprising an imposing procession of city and municipal officials carried by 563 automobiles bountifully decorated with flags as far as the corner of Kingsway and Boundary Road, where speeches were given by the Mayor, Reeves and the Hon. Thos. Taylor. He formally declared the highway open to traffic, congratulated the cities and municipalities upon the highway construction, and outlined the possibility of a circular road paved from Vancouver to New Westminster, via Kingsway, returning by the river road. Amidst the enthusiastic cheering of the great crowd assembled, the procession re-formed and continued along the highway to the Royal city.

Medicine Hat, Alta.—The Southern Alberta Land Company has been carrying out an irrigation project that will water the greater part of 400,000 acres of excellent land in Southern Alberta. They have engaged in the work Mr. David W. Hays as chief engineer with a force of about 500 men. One of the greatest feats in connection with the scheme will be the construction of one of the longest tunnels for carrying water in Western Canada, as well as one of the largest in diameter, its cross-section being 100 feet. The tunnel will commence at a point three miles south of Lake McGregor, and extend about two miles along the lower end of the Snake Valley. It will cut off five miles along the main ditch from the lake, which is the main source of supply. When completed it is estimated that it will carry 1,300 second feet, or 1,300 cubic feet will pass a given point every second.

Edmonton, Alta.—Much discussion is being given to the deficits which appear every month in the earnings of the city's street railway department. Among other recommendations, Cost Engineer Bowness has suggested that an immediate investigation of power rates be made to settle the basis of rate and the method of measuring power delivered, which is now indefinite and unsatisfactory. The rates charged by the power department are admitted to be excessive. To reduce the power charges so as to supply direct current to the street railway company at the exact cost of production would alter the monthly report of Mr. Woodroffe, superintendent of the street railway department, and deficits would be eliminated. The power department would show a smaller surplus with the carrying out of the recommendation, but a report showing a balance on the right side in both departments would make more pleasant reading for the citizens, the owners of these concerns.

PERSONAL.

W. G. CHACE, B.A.Sc., of the firm of Kerry and Chace, Limited (until recently, Smith, Kerry and Chace), has been appointed chief engineer of the entire construction of the Greater Winnipeg water system.

W. S. HARVEY, mentioned in our personal column on August 21st, as acting city engineer of Lethbridge, Alta., succeeding A. C. D. Blanchard, resigned, has just been appointed to the position of city engineer.

ERNST POENSGEN, manager of the Tube Department of the Phoenix Steel Works of Dusseldorf, Germany, returned home last week. He spent some time at Montreal with his firm's Canadian agents, Gerald Lomer, Limited.

DR. CARL IMHOFF, eminent in the design of system and apparatus for scientific sewage disposal was a visitor in Toronto last week, and made a careful tour of inspection over the sewage disposal plant at Morley Avenue.