

COAST TO COAST.

Moose Jaw, Sask.—The Civic Improvement Committee of this city have asked for the following amounts as part of the civic improvement plan for 1913: Light and power, \$185,000; fire and buildings, \$105,000; sewer and water, \$200,000. These amounts will be asked for in the usual by-law procedure.

Montreal, P.Q.—The new bridge over the River St. Lawrence between the Highlands station and Caughnewaga, erected by the Canadian Pacific Railway, is now open and the double tracks are in operation. The double tracking of this bridge has involved the expenditure of three millions of dollars.

Vancouver, B.C.—The British Columbia Transport Company, Limited, will erect a cement plant at Alberni very shortly. A deposit of the raw material has been found in the neighborhood of Port Alberni and if the final tests prove satisfactory the business of manufacturing cement will be started at once.

Winnipeg, Man.—The gross earnings of the Winnipeg Electric Railway Company have nearly doubled in two years, according to the official statement submitted to City Treasurer Thompson by G. A. Henson, secretary of the company. The gross earnings for 1912 for street car business alone amounted to \$2,114,947.93. In 1910 the gross earnings were \$1,265,874. The increase in two years is \$849,073.

Moose Jaw, Sask.—In the recent figures shown of the growth of Western Canada in building permits granted for the year, Moose Jaw figures prominently. The amounts granted to several cities are as follows: Moose Jaw, \$15,275,795; Medicine Hat, \$2,836,239; Prince Albert, \$2,006,925; Lethbridge, \$1,358,250. The total for the year has exceeded the \$200,000,000 mark, and a gain of almost \$60,000,000 has been made.

Calgary, Alta.—The \$2,500,000 contract of the Westinghouse, Church, Kerr Company, of New York and Montreal, for the construction of the new Ogden locomotive and car shops for the Canadian Pacific Railway Company is now about 90 per cent. completed. When the plant is working to capacity the pay-roll for wages alone will be from \$8,000 to \$10,000 per day. The locating of the shops here will swell the population of Calgary by thousands.

Montreal, P.Q.—Engineers and officials of the Montreal Tramways Company have been gathering data for presentation to the city council regarding congestion of down-town street car traffic. It will be impossible to operate cars on several of the streets unless they are enlarged and more loop lines are imperative. The company agreed to lay tracks on every street wide enough to operate their cars, providing they receive permits from the city to do so. Mayor Lavalee favors the appointment of an expert to report the best plan to remove down-town congestion which, so far, has baffled all attempts at solution.

Ottawa, Ont.—The Calgary, Edmonton and Fort McMurray Railway Company are obtaining a charter to build into the Peace River country, a line 2,300 miles in length in all, a regular transcontinental, or at least trans-Edmonton line, and is asking parliament for the right to use steam and electricity as it may see fit. More than that, it is securing the right to develop electricity and to distribute it along the line of its route to municipalities and private parties. This is a striking example that railway builders of to-day are recognizing that electricity is the coming motive power.

PERSONAL.

MR. GEORGE POWELL, deputy city engineer, Toronto, Ont., was offered a position as works commissioner of Prince Albert, Sask., at \$6,500 per annum, but has refused the offer.

JOHN D. WATSON, M.Inst.C.E., engineer to the Tame and Rea District Drainage Board, has been engaged to advise the Metropolitan Sewerage Commission of New York on the disposal of the sewage of that city, and has just left for New York.

FRANCIS P. SMITH, M.Am.Soc.C.E., chemical and consulting paving engineer, New York City, on January 21st delivered an illustrated lecture on "Maintenance of Sheet Asphalt Pavements," before the graduate students in Highway Engineering at Columbia University.

PHILLIP P. SHARPLES, manager of the Tarvia Department of the Barrett Manufacturing Company, and Mr. F. S. Hutchinson, manager of the Tarvia Department of the New York office of the company were in Toronto last week, in connection with the Tarvia interests of the Paterson Manufacturing Company.

FRANK P. JONES, general manager of the Canada Cement Company, and president of the Canadian Venezuela Iron Ore Company, has just returned from a two months' absence from Montreal, spent in Venezuela inspecting the company's mines. Mr. Jones stated that there is a big market for their ore in and about Philadelphia. At present the company is shipping 3,000 tons per month, and before the end of the year will be exporting 50,000 per month.

HOWELL T. FISHER, tunnel engineer for the Mount Royal tunnel of the Canadian Northern Railway, was a recent visitor to The Canadian Engineer office. Mr. Fisher is a member of the American Society of Civil Engineers and of the American Institute of Mining Engineers. He got his first engineering training at Lehigh University, South Bethlehem, Pa., which is now presided over by Dr. Henry S. Drinker, who is an acknowledged authority on tunnels. Mr. Fisher has seen service with the Isthmian Canal Commission, the United States Geological Survey, the Denver Water Company, etc. He was also associated with Mr. Stephen P. Brown, the chief engineer of the Mount Royal tunnel, in the construction of the Fourth Avenue subway, Brooklyn, the East River division of the Pennsylvania tunnel, and the Pennsylvania-New York crosstown tunnel.

CANADIAN SOCIETY OF CIVIL ENGINEERS, TORONTO BRANCH.

The annual meeting of the Toronto Branch was held at the Engineers' Club, Thursday evening, January 23rd. The following officers were elected for 1913: Mr. E. A. James, B.A.Sc., was elected chairman for 1913. The other officers are as follows: Secretary-treasurer, A. Garrow; executive committee, P. Kemble, E. T. Brandon, W. A. McLean, and the retiring chairman, T. C. Irving, jun.

MEETING OF THE IDAHO CEDARMEN'S ASSOCIATION.

At the annual meeting of the Idaho Cedarmen's Association, held in Spokane, Tuesday, January 14, 1913, the following officers were elected for the ensuing year: President, H. C. Culver, Sandpoint, Idaho; vice-president, M. P. Flannery, Spokane, Wash.; secretary-treasurer, R. L. Bayne, Spokane, Wash.