

## COAST TO COAST.

**Mawer, Sask.**—The steel of the Grand Trunk Pacific has now reached Mawer, a town staked out but three months ago, but now having a population of 450 people.

**Calgary, Alta.**—Two new street car lines have been put into operation at Calgary—e.g., the extensions to Bankview and Glengarry, in the south district, and to Capitol Hill on the north.

**Guelph, Ont.**—At the November meeting of the Light and Heat Commission, Manager Heeg reported that there had been 323 electric services and 10 power services installed during the past year, as well as 338 gas services. In addition to these, 37 electric street lights have been installed.

**St. Marys, Ont.**—At a meeting of the water, light and heat board, Superintendent Miller stated that from January 1st to October 31st the board had a net profit from the electric light department of \$650. The waterworks department showed a deficit.

**Montreal, Que.**—The C.P.R., G.T.R., and C.N.R., all reported an increase in weekly earnings for the first week in December of this year over the corresponding week of 1912. The increase for the C.P.R. was \$238,000; for the G.T.R., \$10,102; and for the C.N.R., \$15,100.

**Brandon, Man.**—The report on the street railway for the month of November shows that the returns for that month average \$7.46 daily in excess of the month of October, although the cost of operating is practically the same, and although the number of miles operated is approximately 2,000 less.

**Fredericton, N.B.**—The inauguration ceremony in connection with the commencement of the operation of a regular train service on the new Gibson and Minto Railway was conducted by Sir Thomas Tait; while that in connection with the Southampton line was carried out under Manager Sherwood's management.

**Vancouver, B.C.**—Owing to the high price at which water frontage and suitable sites for shipyards are held on the mainland and points on Vancouver Island, it has been stated with authority that it is improbable that the famous Yarrows Shipbuilding Company, of Scotland, will locate a site for a plant in British Columbia.

**Vancouver, B.C.**—A statement that the appropriation of \$5,000,000 for Vancouver's harbor development includes the cost of the \$4,000,000 government dock, has been contradicted. Neither is the cost of dredging False Creek included in the appropriation. The dock and dredging are being done under the supervision of the department of public works.

**Calgary, Alta.**—The surplus of the city of Calgary's municipal electric light department for ten months amounts to \$40,000, according to figures that have just been compiled. The city buys power en bloc from a company which develops it at a hydro-electric plant on the Bow river, and also generates a greater quantity itself by means of a steam plant.

**Peterborough, Ont.**—The erection of the ornamental iron standards in connection with the Hydro-Electric street lighting system on Hunter and Simcoe Streets is progressing, and when these have been erected and the lamps placed, the downtown lighting system as originally proposed and outlined by Mr. Jeffery, engineer for the Hydro-Electric Commission of Ontario, will be complete.

**Berlin, Ont.**—Extensions to the Berlin waterworks system, costing \$100,000, are practically completed. Water from nine artesian wells will be pumped by Hydro power instead of by steam plant. The new concrete stand pipe in North Ward, the largest on the continent, and the immense reservoir

at the pumping station were filled some days ago, and will provide high pressure in case of fire.

**Kaslo, B.C.**—The arrival of the first locomotive at Kaslo over the new standard gauge railway line from Whitewater was celebrated by a smoking concert, attended by the municipal officials, prominent members of the board of trade, and citizens. Credit for the prompt completion of the line was given to W. P. Tierney, the Vancouver contractor, and to E. A. Sharpe, the C.P.R. engineer.

**Montreal, Que.**—According to the recent statement of J. McMillan, general superintendent of western lines, nearly 6,000 miles of wire and new lines have been constructed by the C.P.R.'s telegraph in the west this season. More exactly the figures are: 3,240 miles of copper wire, 1,420 miles of iron wire, 689 miles of railway equipped with train telephone despatching circuit, and 475 miles of telegraph along new railway and extension work still in progress, making a grand total of 5,824 miles of wire.

**Montreal, Que.**—The work on the western section of the Grand Trunk Pacific is being carried on in British Columbia, from Rose Lake to Hutton—217 miles; in Saskatchewan, the Prince Albert branch—36 miles,—the Moose Jaw North-west branch—19 miles,—the Weyburn branch, 20 miles; in Manitoba, the Brandon branch—26 miles. This means that in a few months this line will be a continuous unit; and the company has ordered additional equipment so as to commence an efficient and standard service.

**Nelson, B.C.**—The receipts of the Nelson Street Railway show a gratifying increase of \$197.40 for the month of November, 1913, over the corresponding month of last year and an increase during the first week of December of \$55.25 over the same period of last year. For the month of November the receipts amounted to \$1,200.45, while for November, 1912, they amounted to \$1,003.25. The first week of December the earnings of the company were \$368.00, and for the corresponding week last year the earnings amounted to \$312.75.

**Montreal, Que.**—The Calgary Power Company, for the 11 months ending November 30th, showed satisfactory increases over the corresponding period last year. For 1912 the gross earnings were \$178,486; for 1913, \$213,672. For 1912 the net earnings were \$145,583; for 1913, \$171,318. The fourth unit at Bow Falls is now practically completed and everything will be ready to commence generating power from this additional unit early in December. By the installation of the fourth unit the capacity of this plant is increased to 19,000 h.p.

**Ottawa, Ont.**—An increase in traffic on Canadian canals amounting to more than four million tons for the navigation season of 1913, which officially closed on November 30th, over the total tonnage of traffic recorded for the corresponding period of 1912 is shown in the report issued by A. W. Campbell, Deputy Minister of Railways and Canals. The total tonnage through Canadian canals for the past navigation season was 51,319,426 tons. Last year the total was 46,952,605 tons. The figures for the 1913 year, therefore, show an increase of 4,366,821 tons.

**St. John, N.B.**—The Quebec Railway Company, which has recently filed its petition before the State Railway Commissioners at Augusta for permission to construct 111 miles of track from Washburn westward to the Canadian boundary line of Maine, will, according to President Arthur Gould, ultimately form a continuous electric line between the tidewater at St. John and Quebec. The Canadian Pacific and the Aroostook Valley roads would combine with the new line to form the continuous chain between the two cities. The section of the road between Andover, N.B., and Washburn has already been built and is in operation.

**Victoria, B.C.**—Premier McBride has stated, in connection with President Wilson's recent message to Congress in