

The work of putting the road in first-class shape was well commenced by the Government engineers, and just when the road-users were congratulating themselves that at last a piece of road work was to be done in a sensible manner, they were disappointed to find that a number of cross culverts were put in all at one time and the trail almost rendered impassable for want of a little trouble on the part of those in charge of the construction. There is one portion of the road where a deep gully has to be traversed in order to get by the new bridgework, and in the event of rain it simply means that a vehicle is stuck on whichever side of the gully it happens to be, and it is necessary to secure the aid of three or four teams to get through. Another cause for dissatisfaction is the method of laying gravel. It is piled on the centre of the road to a depth of about four inches, and has some stone mixed with it big enough to make it dangerous for a car when the wheels strike them and they roll on the hard surface of the road underneath. This sort of work is not what might be expected of engineers who are in the service of the Government, and unless some radical steps are taken to alter the method of procedure, the work might just as well have been done by the old system of jobbing. It is a waste of the taxpayers' money to put up a road in such a shape that the expense of after maintenance is almost as heavy as the original cost of construction.

The Pas, Man.—The plans for the Hudson Bay Railway terminals at this point have been approved. P. Gordon, resident engineer, is understood to be on his way back from Winnipeg, and is bringing with him the plans of the terminals, showing the layout of yards, freight-handling plant, roundhouse, shops and other details. It is stated that the Government has acquired half a section of the Finger mill property and a considerable area to the north and east of The Pas annex. The shops, freight sheds and depot will be immediately adjoining the original townsite, and the receiving and sorting yards at the other end of the new property. It was originally proposed to acquire a portion of the Indian reserve property, a part of which was purchased for the townsite, to be used for terminal purposes. The Indians, however, asked such an inordinate price for their land that the Government went to the other side of the annex for a site. It is expected that connection will be made with the terminal site and the present terminal of the line through the original townsite.

Nelson, B.C.—Rich in minerals, timber and agricultural resources, Duncan River and Howser Lake districts, the development of which has been retarded for many years by lack of cheap and expeditious means of transportation, may in the not distant future be opened up by improvements to Duncan River which would make that stream navigable. R. F. Green, M.P. for Kootenay, is interesting himself in the project, and J. P. Forde, resident federal works public engineer for Kootenay, will visit the district for the purpose of reporting upon the advisability of making the waterway navigable from main Kootenay Lake to Howser Lake.

Vancouver, B.C.—Work on the boring of the "pioneer" Rogers Pass tunnel through Mount Donald, at Glacier, on the main line of the Canadian Pacific Railway, is being actively prosecuted, stated Mr. J. G. Sullivan, chief engineer of western lines for the company, who arrived in Vancouver recently. He remarked that 125 feet of the drift has already been scooped out. The Canadian Pacific Railway is piercing the mountain with a 22 feet by 30 feet tunnel, five miles long. The contractors are adopting a new method, which is being eagerly watched by engineering experts. The "pioneer" tunnel will run parallel to the main bore, and work will be pressed by means of cross-cut borings. A large force of men are engaged at the scene of the operations, and camps have been established on each side of the mountain. Steam shovels are being used to grade the approach to the western

portal below Glacier Station. Mr. Sullivan will conduct a general inspection of the work being carried on in connection with the Vancouver terminal improvement schemes at Port Coquitlam, and also on the lines of the British Columbia division.

South Vancouver, B.C.—"That in the opinion of this council the establishment of a municipal electric plant is a pressing necessity, and would prove of great advantage to the interests of the municipality." This resolution was unanimously passed by the South Vancouver Municipal Council on the motion of Councillor Campbell, seconded by Councillor Third, after thoroughly discussing a report brought in by Municipal Electrician Rawden to the effect that at an initial cost of \$600,000 an electric light and power plant could be established in the municipality capable of providing for the needs of the district for the next five years, and stating that electric light could be supplied at seven cents per kilowatt hour, and at two cents per kilowatt on the day load for power purposes. Mr. Rawden recommends a two-unit steam generating plant of the turbo-generator units type, with a nominal rating of 2,000 kilowatts, and a maximum rating of 2,500 kilowatts, which, he estimates, would meet the needs of the municipality for the next five years. The cost of the plant, Mr. Rawden estimates, would be approximately \$400,000 for the first unit, and \$200,000 for the second unit. This would not include the cost of a building, which, Mr. Rawden suggests, could be either temporary or permanent, and should be situated near the Fraser River. Provision was made in the estimates for an adequate system of street lighting, including 300 arc lamps and standard lamps for Main Street, Cedar Cottage, Fraser Avenue and Collingwood. Mr. Rawden points out that there are over 8,000 connections using electric light and power in South Vancouver, and a large number of dwelling houses not at present using electric light.

Ottawa, Ont.—The report on the water supply will be ready for either the first or the second meeting of the city council in October. The British engineers, Messrs. Binnie and Tickell, are still here, but they are making such progress in their work that there is a good possibility of the report being ready early in October. The mayor has stated that the reports which will be presented to the city council will be most comprehensive, taking in Lake Deschenes and other proposals which have been made from time to time. There will also be a report as to what the Government is prepared to do, though it is understood that as yet the Cabinet has not discussed figures. When special legislation was secured for raising five million dollars for the work, the stipulation was that a two-thirds vote of the city council or endorsement by the people would be necessary. It is generally understood that the five million will not be sufficient, but it is also believed that there would be no difficulty in getting special legislation to expend a couple of millions more on the same condition. If the estimated cost is not too far over the five million mark, there seems quite a probability of the council by a two-thirds vote settling the matter for good. It is believed that most people would be glad of the water question not figuring as an issue in the coming municipal elections.

Sault Ste. Marie, Ont.—Continuing his official tour of inspection, Hon. Frank Cochrane, accompanied by Hon. W. H. Hearst, met the members of the Sault Ste. Marie City Council and the Board of Trade recently and discussed matters of importance regarding the future development of the Soo. The subject of an ice-breaker for the Soo for the purpose of assisting in keeping navigation open for a longer period in the early part of the winter, to facilitate the handling of the grain shipments from the West, was brought up, and the hearty support of the Minister of Railways and Canals was promised in the prolongation of the navigation season. In answer to an enquiry as to the proposed new ship