

COAST TO COAST.

Regina, Sask.—The G.T.P. is operating another 100 miles of its new line through British Columbia.

Fredericton, N.B.—The Foundation Company, Limited, has completed its work on the Highway Bridge, and is shipping its plant to its next centre of labor.

Vancouver, B.C.—The matter of the formation of a water commission to take charge of the supply to Vancouver, as well as to the outlying municipalities, is being considered by Provincial Water Commissioner Young.

St. Thomas, Ont.—The three transformers for the new hydro-electric sub-station on the armory property, are being installed. This station is to supply several industries in the southern part of the city, and will relieve greatly the load on the main station.

Nelson, B.C.—Mr. W. P. Tierney, contractor for this portion of the C.P.R. Railway, announces that by December 15th the Kaslo and Slocan line, which is to provide railway connection between Kaslo, Slocan, the Arrow Lake and the coast, will be in operation.

Medicine Hat, Alta.—The new power plant was in operation the 23rd, 24th and 25th of October, and in the course of a few days will be put into permanent operation. In the Construction Department 2-10 K.W., 2-5 K.W., 2-2 K.W. transformers were installed.

Camrose, Alta.—While proceeding with drilling for natural gas at Camrose, the contractors have struck a 15-foot seam of coal. The coal is said to be of splendid quality, and was encountered at a depth of 400 feet. The contract for gas drilling calls for a depth of 1,500 feet.

Sault Ste. Marie, Ont.—Strenuous endeavor is being made to make sure the passing of the new drydock by-law. The \$25,000 guarantee deposit has been placed in the Bank of Commerce. The people seem anxious to secure the new \$10,000,000 industry, to which they will give a bonus of \$20,000 per year for 20 years.

Edmonton, Alta.—On November 17th, 200 miles of new railway on the Canadian Northern Railway's western division were placed in operation. Of these 200 miles, 150 are in Alberta, and the remainder in Saskatchewan. These new stretches of railway provide new services between Alsask and Hanna, and between Drumweller and Hanna, in Alberta, and from McRorie to Elrose, Sask.

Ottawa, Ont.—Mr. J. D. McArthur, contractor for the Hudson Bay Railway from Le Pas to Port Nelson, stated while in the capital that over 150 of the 420 miles to be graded have been completed; and that before the season's operations cease, steel will have been laid on 130 miles of the grade. At the end of next season, Mr. McArthur hopes to have reached Port Nelson with the grade.

Port Arthur, Ont.—It is expected to complete the connection of the Sudbury-Port Arthur section of the C.N.R. before the end of December, and, if necessary, a freight service may be run over the line during the winter. The first passenger train will run some time during the summer of 1914. To lay the line from Ruel to Port Arthur, a distance of about 500 miles, will have taken approximately two and a half years.

Fort William, Ont.—The Mission River has been officially declared open for navigation. Captain McAllister, harbor-master, and W. P. Merrick, harbor engineer, performed the ceremony by placing the spar buoys marking the channel from the mouth of the river out into the deep lake water. The dredging of this channel was started early in the spring, and has resulted in a passage 600 feet wide, 25 feet deep, and extending over 1,400 feet.

Medicine Hat, Alta.—The report of the city health officer on the water supply, dated October 31st, declares that analysis of city water has shown it to be almost entirely pure. There are contained only small quantities of harmless salts and lime, aside from traces of silica, aluminum and oxide of iron. The colon bacillus (typhoid germ) was entirely absent, while the bacterial count was 118 per cubic centimeter, which is remarkably low.

Redcliff, Alta.—Mr. R. Wray, superintendent of the Gas and Light Company, has stated that within a few days the south end of the town will be connected with the new gas well on the river bank, and will be supplied with a uniform pressure equal to that enjoyed by the rest of the city. This year, moreover, the company expect to accomplish the laying of 26,340 additional feet, or five miles, of pipe, and the gas building is now practically ready for occupancy.

Medicine Hat, Alta.—Two new gas wells were completed during the month of October, one in the West Industrial Site and one in Harlow Fuller Subdivision, and up to date these wells are satisfactory, the Harlow Fuller well being an especially good one, the capacity being over 3,000,000 cubic feet for 24 hours and the rock pressure approximately 550 pounds per square inch. A well in Block 5, Cousins & Sissons' Subdivision, is under course of construction at the present time.

Galt, Ont.—It is expected in Galt that the C.P.R. double-tracked main line will have reached there before 1915. The track is already in operation between West Toronto and Erindale; and work is proceeding satisfactorily to Guelph Junction. Tracks have been laid, but the new roadbed has yet to be ballasted. The work, however, cannot be carried much further than Galt next season; for several natural difficulties, such as rock cuts and deep gullies, will force construction to progress much less rapidly. Considerable time will be required before the road has reached Woodstock and London.

Winnipeg, Man.—A special announcement to the Winnipeg "Weekly Beacon" from Mr. Collingwood Schreiber, the Dominion Government's chief engineer, says: "The golden spike of the Grand Trunk Pacific Railway will be driven near Fort Fraser, B.C., early next summer. By April the grading of the line will be completed." Less than 300 miles remain to complete the connection of the Transcontinental Railway. Either the Duke of Connaught or Premier Borden is to drive the final spike; and old No. 1 engine, of the G.T.R., still on duty as a shunter in the east, will pull the first through train over the new road from old Ontario to the Pacific Coast.

Ford, Ont.—This new city is distinguished by the fact that the foundation for a mammoth producer-gas engine has been finished here. The engine is to supply power for the Ford Motor Company plant in Detroit. The length of this latest creation in power plant engine building is 73 feet and its overall width is 32 feet. The crank shaft is 32 inches in diameter, 25 feet long, carrying an 80-ton fly-wheel and a 2,500 kw. generator; armature and the connecting rods weigh 10,300 pounds each. The generator is capable of carrying a 25 per cent. overload, and the engine has a capacity of 5,000 i.h.p. Work on this new power plant is being rushed as the capacity of the present generating apparatus is much over-taxed.

Victoria, B.C.—As a result of the settlement of the earth beneath the pavement on Oxford Street, between Linden and Moss Streets, the big brick sewer constructed along that street three years ago has caved in, the pavement above has collapsed, and damage which will require an expenditure of approximately \$8,000 to repair, has been done. The street, when the roadway improvement was made, was graded up