

COAST TO COAST

Rosedale, B.C.—The new Canadian Northern Pacific Railway depot at this point is practically completed.

Outremont, Que.—The city council has decided to buy a Vass combination sprinkler and flusher at a cost of \$6,890.

Victoria, B.C.—Messrs. Parfitt Bros., contractors for the construction of the new armory and drill hall, state that it will be ready for occupation in October.

Calgary, Alta.—The 2,500,000 bushel grain elevator in the eastern part of the city will be completed and ready for use in a few weeks. The machinery is being installed at present.

Orillia, Ont.—Molybdenum, used in the manufacture of steel for guns and other armament, is now being extracted for the first time in Canada at a smelter in this vicinity. The ore is from Renfrew County.

North Bay, Ont.—The new Government trunk road between North Bay and Sturgeon Falls is now opened for traffic. The road extends a distance of 23 miles and has taken about a year and a half to complete.

Galt, Ont.—The retaining-wall that is being constructed by the Lake Erie and Northern Railway on State Street has been completed as far as Maple Street, and the forms are in place as far as Elliott Street.

Mimico, Ont.—The question of widening the Toronto-Hamilton highway from the Humber River west to the Etobicoke bridge, near Long Branch, is being actively taken up by the municipalities interested.

Galt, Ont.—The alterations to the electrical pumping plant are expected to be completed next week. Dr. Radford, chairman of the waterworks commission, states that the city uses over 12,000,000 gallons a year for sewer flushing.

Winnipeg, Man.—The improvements to the Canadian Pacific Railway subway at Main Street, and leading to the Winnipeg terminals, have been practically completed. The work has extended over two years, and is reported to have cost about \$2,500,000.

Stratford, Ont.—The new sedimentation tank, grit and screen chambers at the sewage disposal works were completed and put into operation last week. This work was ordered by the Provincial Board of Health about 18 months ago. The cost has been about \$16,500.

New Toronto, Ont.—The village is negotiating with Mimico with a view to having its sewerage system linked up with that of the latter. The plan will involve an expenditure of about \$16,000 on 36-inch pipes; \$45,000 on a pumping station, and will provide New Toronto with the facilities of the Mimico sewage disposal system.

Hespeler, Ont.—The installation of the waterworks system is being rushed. Numerous street mains and hydrants have already been installed, the standpipe is under construction and excavation for the reservoir under way. The water supply is derived from two wells drilled in rock to a depth of 100 ft.

New Liskeard, Ont.—The contractors have completed the piers and approaches for the bridge across the Ottawa River at North Temiskaming. Tenders are pending for the steel superstructure. The bridge, which is 640 ft. long, with one span of 238 ft., is costing about \$100,000. Mr. J. H. Vermette, of the Department of Public Works, Ottawa, is supervising its erection.

Toronto, Ont.—The severe rain and wind storm on August 3rd did some damage to portions of the equipment of the Canadian Stewart Co. engaged in dredging and reclamation work near the mouth of the Humber River in Lake Ontario. The damage consisted chiefly in demolishing the pontoon pipe lines, although one large sand pump was temporarily put out of commission.

Toronto, Ont.—A reduction for 1916 of about \$200,000 in the outlay on road construction in Ontario by the twenty counties operating under the Highway Improvement Act is indicated by recent estimates submitted to Mr. W. A. McLean, provincial engineer of highways. Last year's actual expenditure on road construction was \$847,000, while the estimate for next year provides for an outlay of \$640,000.

Berlin, Ont.—The trunk sewer claimed by certain members of the city council to be poorly constructed has been reported by Mr. Willis Chipman, Toronto, to be satisfactory, with a few minor exceptions. The report exonerates Mr. Herbert Johnston, city engineer, who was charged with inefficiency with regard to the sewer, which was taken over by the city from the contractors during its construction. The cost of the trunk sewer was \$85,000.

Quebec, Que.—The new Bickell's Bridge, which is being constructed by the Sharpe Construction Co. to connect Hare Point with Stadacona, across the St. Charles River, is well under way. The coffer dam for the east abutment is in place and piling on the west side is being proceeded with. One span of the bridge will be a steel bascule lift structure, with reinforced concrete counterweights, and operated by electricity. The bridge will be 188 ft. in length and will rest on two centre piers. Both approaches will be supported by masonry walls.

Montreal, Que.—Mr. M. J. Butler, recently appointed consulting engineer to the city of Montreal in connection with its waterworks extensions, has recommended, according to report, the construction of a retaining-wall along the north side of the aqueduct. This additional precaution to the safety of the city water supply has been under consideration for some little time, and is estimated to cost \$360,000. The council decided last week to proceed at once with its construction. The aqueduct contract is being carried out by the Cook Construction Co., and it is stated that no new tenders will be called for as the above company will do the work.

Victoria, B.C.—Improvement and reclamation work on the Songhees Indian Reserve, commenced last spring by the Department of Public Works of the British Columbia Government, largely as a solution to the unemployment problem, has been making good progress. The plan of development involves a retaining-wall of considerable length along the waterfront, the reclamation of an extensive area behind it, and the construction of a public road across it, extending from high level at the proposed terminal of Johnson Street to a subway at wharf level. The work is in charge of Mr. H. A. Icke, resident engineer, who states that up to date about 28,000 cu. yds. of earth and 7,000 cu. yds. of rock have been removed. Other features of the plan include two small park areas in the centre of the reserve and large spaces for industrial sites near the waterfront. The land will be traversed by common-user railway tracks, extending from the E. and N. bridge to Milne Street. The C.P.R. and C.N.P.R. will both extend their lines to reach these tracks. Two freight docks, a coal dock and a ferry slip form other parts of the scheme.